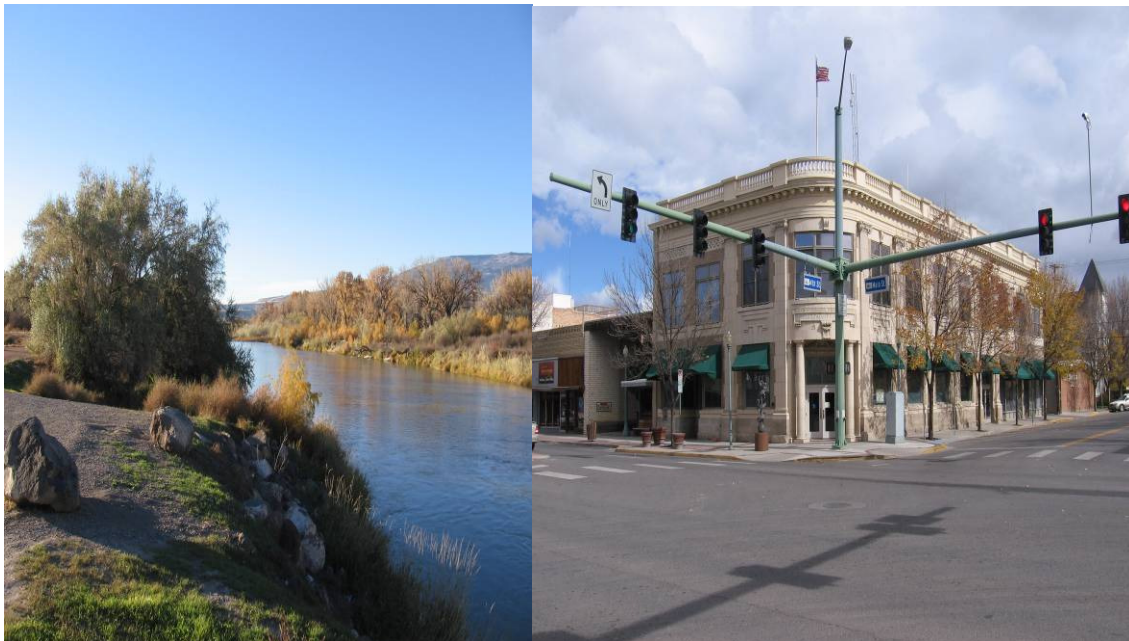


# CITY OF DELTA, COLORADO



*COMPREHENSIVE PLAN UPDATE*  
2008

Resolution # 7, 2008

A RESOLUTION OF THE CITY OF DELTA,  
COLORADO, ADOPTING THE CITY OF DELTA,  
COMPREHENSIVE PLAN UPDATE 2008

WHEREAS, the Planning Commission has recommended adoption of the plan attached hereto; and

WHEREAS, the City Council has held a hearing with prior published notice thereof;

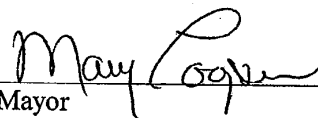
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DELTA, as follows:

Section 1. The City of Delta, Comprehensive Plan Update 2008, attached hereto, is hereby adopted.

Section 2. The following elements of the City of Delta's Comprehensive Plan are hereby superseded and repealed:

1. The entirety of the City of Delta Comprehensive Plan as recommended by the City of Delta Planning Commission and adopted by City Council by Resolution #6, 1997 on March 18, 1997.
2. All existing Major Street Plans.
3. All existing Land Use Plans.

ADOPTED this 16<sup>th</sup> day of September, 2008.

  
Mayor

ATTEST:

  
City Clerk

### **Delta Mayor and City Council**

Mayor Mary Cooper

Mayor Pro Tem Bill Seuell

Council Member Kay Carlquist

Council Member Robert Jurca

Council Member Guy Pfalzgraff

### **Delta Planning Commission**

Gerald Roberts - Chairperson

Bill Raley - Vice Chairperson

Ron Bell - Commissioner

Tish Oelke - Commissioner

Carl Jahn - Commissioner

Gary Burnett - Commissioner

Pat Dearmin- Commissioner

### **Delta Comprehensive Plan Update Steering Committee**

Kay Carlquist	City Council
Guy Pfalzgraff	City Council
Ron Bell	Planning Commission
Gary Burnett	Planning Commission
Pat Dearmin	Planning Commission
Carl Jahn	Planning Commission
Tish Oelke	Planning Commission
Bill Raley	Planning Commission
Gerald Roberts	Planning Commission
Roy Nelson	Citizen of Delta

### **The Citizens of Delta**

Many thanks to the citizens of Delta and Delta County who agreed to be interviewed or participated in one or more of the three community workshops held during the preparation of this community plan.

### **City of Delta Staff**

Lanny Sloan, City Manager  
Steve Glammeyer, P.E., Assistant City Manager  
Glen Black, Community Development Director  
James Shoopman, Senior Planner  
Frank Sargent, GIS Specialist  
Paul Suppes, Parks Director  
Wilma Erven, Recreation Director  
Tod DeZeeuw, CPA, Finance Director  
Jim Hatheway, P.E., Public Works Director  
Fay Mathews, Utilities Director  
Jeri Karsten, Human Resources  
Robert Thomas, Chief of Police  
Robert Sanders, PGA Professional, Director of Golf

### **Delta County Staff**

Susan Hansen, County Administrator

### **Consultant Team**

#### **Rowan and Associates, Grand Junction, CO**

Bennett Boeschstein, AICP  
Elizabeth Rowan

#### **Four Corners Planning and Design Group, Durango, CO**

Thomas G. Maynard, AICP (2006-2007)  
Lynn T. Vandegrift, AICP  
Mike Mixer  
Julee Wolverton, Landscape Architect  
Janice Wellborn Downing, Meeting Facilitator



# *City of Delta Comprehensive Plan*

## *Table of Contents*

	Page Number
<b>Chapter 1-- Introduction</b>	<b>1</b>
Why Plan?	1
Creating the Plan	2
Community Roots	6
From the Past into the Future: Growth Trends	7
Delta Comprehensive Plan 1997	11
<b>FIGURES</b>	
<i>Figure 1-1 City of Delta Historic and Projected Population Growth</i>	8
<b>TABLES</b>	
<i>Table 1-1 City of Delta Historic and Projected Population Growth</i>	9
<i>Table 1-2 Regional Historic Population Growth</i>	9
<i>Table 1-3 Colorado Population Growth Projections- State and Counties 2000-2030</i>	10
<b>Chapter 2-- Community Character and Design</b>	<b>2-1</b>
Geographic Setting and Community Form	2-1
Public Opinion About Community Design	2-1
Desired Future Condition, Policies and Action Items	2-2
Delta Comprehensive Plan 1997	2-3
<b>Chapter 3-- Land Use and Growth Management</b>	<b>3-1</b>
Planning Sub-Areas	3-1
Analysis of Existing Land Use	3-1
Build-out Assumptions and Calculations	3-4
Public Opinion about Growth	3-10
Alternative Growth Scenarios	3-10
Preferred Growth Scenario	3-11
Desired Future Condition, Policies and Action Items	3-13
Delta Comprehensive Plan 1997	3-14

## **MAPS**

<i>Existing Land Use (Plan Area)</i>	3-2
<i>Existing Land Use (Core Area)</i>	3-3
<i>Future Land Use Plan</i>	3-17

## **FIGURES**

<i>Figure 3-1 Comparison of current population, build-out population and alternative population projections, City of Delta</i>	3-6
--	-----

## **TABLES**

<i>Table 3- 1 Residential build-out potential by residential zoning district</i>	3-5
<i>Table 3-2 Commercial and industrial parcels</i>	3-7
<i>Table 3-3 Commercial/industrial floor area ratios by category</i>	3-9
<i>Table 3-4 Supply of commercial and industrial land by zone</i>	3-9
<i>Table 3-5 Comparison of commercial and industrial land supply and demand</i>	3-10

## **Chapter 4-- Housing 4-1**

<b>Housing Stock</b>	4-1
<b>Public Opinion about Housing</b>	4-4
<b>Desired Future Condition, Policies and Action Items</b>	4-4
<b>Delta Comprehensive Plan 1997</b>	4-5

## **TABLES**

<i>Table 4-1 Estimates of Population and Households for Delta County and Its Municipalities- 2006</i>	4-1
<i>Table 4-2 Occupied Housing Units by Tenure-Delta Housing Market Area</i>	4-2
<i>Table 4-3 Age Distribution of Renters in the Delta Market Area</i>	4-2
<i>Table 4-4 Renter Household Size in Delta Market Area</i>	4-3

## **Chapter 5-- Economic Development 5-1**

<b>Delta and the Regional Economy</b>	5-1
<b>Delta's Revenue Base</b>	5-3
<b>Tax Incentives to Attract New Businesses</b>	5-7
<b>Public Opinion about Tax Incentives and the Economy</b>	5-8
<b>Desired Future Condition, Policies and Action Items</b>	5-9
<b>Delta Comprehensive Plan 1997</b>	5-10

## **FIGURES**

<i>Figure 5-1 City of Delta Sales Tax Receipts 2003-2007</i>	5-3
--	-----

## **TABLES**

<i>Table 5-1 Delta County Labor Force Averages 2001-2007</i>	5-1
<i>Table 5-2 Average Employment and Wages by Sector</i>	5-2
<i>Table 5-3 Major Employers in Delta County</i>	5-5

## **Chapter 6--Transportation 6-1**

Roads and Streets	6-1
Multi-Modal Transportation	6-3
Public Opinion about Transportation	6-6
Desired Future Condition, Policies and Action Items	6-6
Delta Comprehensive Plan 1997	6-8

## **MAPS**

<i>2008 Major Street Plan</i>	6-13
-------------------------------	------

## **FIGURES**

<i>Figure 6-1 Proposed Truck Route</i>	6-2
<i>Figure 6-2 Projected Traffic Volumes</i>	6-3

## **TABLES**

<i>Table 6-1 Future Traffic Volumes for Highway 92</i>	6-11
--	------

## **Chapter 7--Infrastructure 7-1**

Introduction	7-1
Potable Water	7-1
Sanitary Sewer	7-1
Solid Refuse	7-2
Electrical Service	7-2
Desired Future Condition, Policies and Action Items	7-3
Delta Comprehensive Plan 1997	7-4

## **FIGURES**

<i>Figure 7-1 Waterlines within the City of Delta</i>	7-6
<i>Figure 7-2 City of Delta Sewer System</i>	7-7

<i>Figure 7-3 City of Delta and DMEA Electrical Service Territories</i>	7-8
<i>Figure 7-4 City of Delta Stormwater and Drainage</i>	7-9

## **Chapter 8--Parks, Recreation, Trails & Environmental Protection 8-1**

National Recreation Park Association Level of Service Standards	8-1
Inventory of Existing Parks and Recreation Facilities	8-2
Public Support for Parks, Recreation and Trails	8-8
Desired Future Condition, Policies and Action Items	8-8
Delta Comprehensive Plan 1997	8-16

### **MAPS**

<i>City of Delta Downtown Streetscape</i>	8-23
<i>Master Park Plan</i>	8-24
<i>Master Trail Plan</i>	8-25

### **TABLES**

<i>Table 8-1 Parks and open space land owned by the City</i>	8-3
--	-----

## **Chapter 9--Community Facilities and Services 9-1**

City Departments	9-1
Other Service Districts	9-4
Public Opinion About Services	9-5
Desired Future Condition, Policies and Action Items	9-5
Delta Comprehensive Plan 1997	9-6

## **Chapter 10--Agriculture and Open Space 10-1**

Agriculture and Quality of Life	10-1
The Agricultural Economy	10-1
Public Opinion About Agriculture	10-2
Desired Future Condition, Policies and Action Items	10-3
Delta Comprehensive Plan 1997	10-4

### **FIGURES**

<i>10-1 Important Farmlands of Delta County</i>	10-5
<i>10-2 Public Lands Within the Black Canyon Land Trust Service Area</i>	10-6

## **Chapter 11--Implementation 11-1**

### **TABLES**

<i>Table 11-1 Action Items Priorities and Schedule</i>	11-1
--	------

# *Chapter 1*

## *Introduction*

### *Why Plan?*

A Comprehensive Plan is an official public document designed to guide the future development or redevelopment of a community in order to create and maintain a desirable environment and to promote public health, safety, and welfare. The plan is intended for use by public officials, citizens, and developers in making decisions about future development of the City of Delta and the surrounding area of Delta County.



*Opera House Park and Mural*

The plan addresses the relationships between the physical layout of the community, economic development, public facilities, the provision of government services and preservation of Delta's role as a regional center.

The plan provides a framework for managing growth in a manner that attempts to preserve and enhance the quality of life while fostering a healthy economy.

While the plan is an advisory document only, it is the basis for revising existing regulations and/or enacting new regulations and guiding project review recommendations. The plan affects new development and existing development.

The plan recognizes that protection of individual property rights is a fundamental legal and philosophical principle of the nation, the State of Colorado, Delta County, and the City of Delta. However, the plan also recognizes a common vision to preserve community character and environmental and scenic qualities, while enhancing economic opportunities and creating a more diverse economy. The plan attempts to strike an appropriate balance between the exercise of individual property rights, the environment, and achieving the common vision.

## *Creating the Plan*

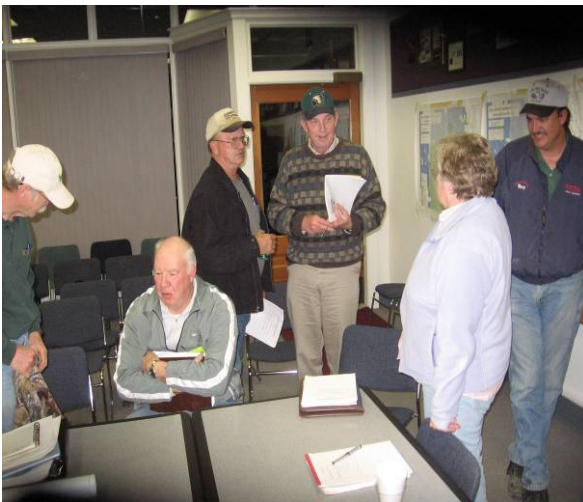
Planning is a process that involves many steps, culminating in the preparation of a plan with maps and text. The steps leading to this plan included: engaging the public through various techniques; collection and analysis of pertinent data; developing a vision statement and desired future conditions for each planning element; developing alternative growth management scenarios; selecting a preferred growth scenario; evaluating policy options; and developing the comprehensive plan.

## *1997 City of Delta Comprehensive Plan*

This comprehensive plan is an update of the adopted 1997 City of Delta Comprehensive Plan. A matrix summary of the 1997 plan is contained in each chapter of this plan. Each of the 1997 plan elements is listed along with the status of progress as scored by the Steering Committee. Majority scores are reflected. Many of the goals, objectives and action items from 1997 have been completed or are in progress; however, some are incomplete. Goals, objectives and action items which are in progress or are incomplete, are acknowledged in this plan update.

## *Engaging the Public*

Citizen participation in the planning process was encouraged throughout the study. Five methods were used to solicit public input: meetings with the Steering Committee, interviews with community leaders, public workshops, a public opinion survey, and posting numerous interim progress reports and other documents on the City's website.



*Steering Committee Meeting*

*The Steering Committee* consisted of residents of the City of Delta appointed by the Delta City Council. This committee functioned as the primary working-level citizens' group, providing detailed comments on the community survey design and policy options and giving direction at public workshops.

*Interviews with community leaders* comprising a cross section of Delta area citizens were conducted to obtain their perspectives on issues that should be addressed in the Comprehensive Plan update. Also, these individuals were invaluable sources of information. See *Appendix* for a summary of the interviews.

*Three public workshops* were held to solicit public input during the early, middle, and late phases of the planning process. Each workshop was preceded by an open house during which the public had an opportunity to view maps and other documents on display. The purpose of the first workshop was to present the results of the community survey, identify other issues and concerns not included on the survey, and to conduct a growth allocation exercise, which obtained citizen input about the general location and distribution of future residential growth. See *Appendix* for a detailed analysis of the first workshop.

At the second public workshop, land use and demographic data were presented along with several alternative growth management scenarios for public comment. The preferred growth management scenario and the draft comprehensive plan were presented at the third public workshop.

*A public opinion survey* was completed in 2006 with assistance from City officials. The survey was mailed to 3,557 households in Delta and the surrounding area. A total of 1,026 surveys were returned (29% of those sent out), which is an excellent rate of return. The results of the survey were used throughout the plan to guide the direction of the plan.

*The City of Delta's website:* The City of Delta Comprehensive Plan Update can be found on the City's website: [www.delta-co.gov](http://www.delta-co.gov). The site includes numerous progress reports and other information pertaining to the Comprehensive Plan that was developed during the planning process. Each report was posted as it was completed to keep web visitors abreast of the progress of plan development.

## *Collection and Analysis of Data*

Existing information and studies were reviewed and analyzed. Data was obtained from interviews with key individuals as well as written reports and statistics prepared by the City, Delta County, state and federal agencies and other organizations.

### *Land Use Inventory*

During 2006-2007, the consultants conducted a parcel-based land use inventory of Delta and the surrounding plan area. The field survey was correlated with the Delta County Assessor's parcel maps and data, particularly for parcels where it was difficult to determine the type of land use from the field survey alone. The purpose of the inventory was to identify and quantify various types of land uses and densities to serve as a basis for projecting future growth and developing alternative growth management scenarios. An

existing land use map was prepared which delineated the types of existing land uses, and tables were created summarizing the data.

*This comprehensive plan articulates various objectives that the citizens of Delta wish to see implemented to meet the Vision Statement. The City Charter and the various development regulations are designed as minimum standards. Those who choose to undertake development within the City and in areas adjacent to the City are encouraged to buy into the spirit of this plan and present development proposals that exceed the standards. Planned development is preferred over “engineered subdivisions” with additional amenities, quality of design and construction that will benefit the residents and advance the objectives of the Plan.*

## ***Statement and Desired Future Conditions***

Based on input obtained from the public participation process, a vision statement was developed, and statements of desired future conditions for each planning element were written to guide growth during the next 20 years. While the vision statement is broad and general, statements of desired future conditions reflect more specific values, issues and concerns. Desired future conditions, often called goals, are defined as long-term ideals or end products that are desired. Since they are ideals, desired future conditions are rarely fully achieved. Statements of desired future conditions were derived from citizens’ expressions of special values, issues, concerns and needs stated or implied in interviews with community leaders, at informal gatherings at local restaurants, at the first public workshop, and in response to the community survey. Statements of desired future conditions are presented with each planning element.

### ***Vision Statement for the City of Delta***

***Preserve and enhance Delta as an “All American City” in the heart of western Colorado, while retaining our community spirit, fostering economic growth, and prosperity to create an attractive and vibrant rural community for residents, businesses and visitors.***



## *Development of Alternative Growth Management Scenarios*

Three alternative growth management scenarios were developed and presented to the Steering Committee for comment and then presented at the second public workshop for discussion and comment. The scenarios are described in detail in Chapter 3.

## *Selection of a Preferred Growth Management Scenario and Development of the Future land Use Map*

Based on input from the Steering Committee and the second public workshop, a preferred growth management scenario and the draft future land use map were developed and presented to the Steering Committee and then to the public at the third public workshop.

*The Steering Committee recommends that planning for the higher growth scenario will put the City on a pro-active path to addressing potential growth impacts. Using the philosophy that it is better to be ahead of the curve than behind will allow the City to be better positioned to deal with whichever growth path it experiences during the next 20-30 years.*

## *Policies and Action Items*

Desired future conditions are achieved by developing and implementing policies that provide guidance to city officials as well as individuals and businesses that seek a change in land use or propose new development.

- ◆ A policy is defined as a statement describing the general philosophy that guides decision making consistent with achieving a desired future condition.
- ◆ An action item is defined as a specific step that should be accomplished to implement a given policy.

The Steering Committee played a central role in developing and recommending policies and action items, which are presented with each planning element in the following chapters.

## *Community Roots*

Delta's unique geographical setting and its rich history create a strong sense of place and a special community character. Located at the confluence of the Uncompahgre and Gunnison Rivers, Delta is well situated at the crossroads of US 50 and State Highway 92. It is the gateway to the Gunnison River Valley and the rich agricultural lands located adjacent to Paonia, Hotchkiss, and the slopes of the Grand Mesa.

Considered the first identifiable human inhabitants of the region, the Fremont people traversed the valley during hunting and gathering trips and cultivated crops such as corn, squash and beans. After the Fremont disappeared around 1200 A.D., Ute bands, who were primarily hunters and gatherers attracted by the mild winters and proximity to abundant game, became the primary residents of the area. The Utes remained the dominant inhabitants until they were forcefully removed to Indian reservations in southwest Colorado and northeast Utah.



The Delta area was recognized by early settlers as a favorable location for fruit growing and other agriculture. A flourishing agricultural industry emerged at the east end of the valley as water was diverted from the Gunnison and Uncompahgre Rivers to fill the extensive network of ditches and canals.

Railroads were completed through Delta in 1890, providing easy access for local growers. Refrigerated railroad cars were the primary transportation method for shipping fruit until the late 1970s when truck transport became dominant.

Coal mining has played a significant role in the history of the Delta area. The Somerset mine area ships coal to the nation by rail which runs through Delta.

## *From the Past into the Future: Growth Trends*

During the past century, the population of the City of Delta has grown from 470 in the year it was incorporated in 1882, to approximately 7,782 in 2006, as estimated by the Colorado Office of Demography (COD). From incorporation to 1980 there was sporadic growth in the City. From the 1980's to the 1990's, Delta's population actually declined. In 1990 the City had a population of 3,789. The growth rate accelerated during the 1990s, partially due to rapid annexation, resulting in a population of 6,400 in 2000. According to COD population estimates, the city grew to a population of 7,674 by July 2004, an annual average increase of about 2.2 percent.

This Comprehensive Plan also addresses the area surrounding Delta, including the area within the water service area, which is referred to as the plan area. In Colorado, statutory authority for developing three mile plans is found in C.R.S. 31-12-105(c).

The estimated 2000 population of the Delta County was 43,355, which includes the City of Delta. Future population growth in the County will impact the regional economy and some City services. Growth of the City's surrounding area will also affect the amount of land needed for commercial land uses, most of which will continue to be located within the city or newly annexed areas. Thus, it is important to develop population projections for the County as well as for the city.

Figure 1-1 and Table 1-1 present alternative population projections for the City of Delta. Given the uncertainty of future local, regional, national, and international events and conditions, it is preferable to present future population growth as a range rather than as a single number. Figure 1-1 and Table 1-1 show projected population growth from 2010 to 2030 under low, moderate, and high growth scenarios. Figure 1-1 and Table 1-1 also indicate historic growth for the city from 1960 to 2006.

The three population growth scenarios are based on alternative average annual growth rates, which are derived from historical growth trends as well as projections developed by COD for Delta County. The rationale for the each alternative growth rate is described below.

- ◆ **Low growth (1 % average annual growth rate)** – Between 1960 and 1970, the City of Delta experienced a net loss of 168 persons, according to the U.S. Census, declining from 3,832 to 3,694. Between 1980 and 1990, the population of Delta declined from 3,931 to 3,789. Based on COD estimates, the city's population increased by only 1.6 percent from 2005 to 2006. Thus, it is possible, based on past and recent trends, that the City of Delta and the surrounding plan area could experience slow growth during the next 20 years.
- ◆ **Moderate growth (3.6% average annual growth rate)** –Between 1990 and 2000, the City of Delta population increased from 3,789 to 6,400, a 70% increase due in part to annexation. A steady growth rate continued from 2000 to 2006, according to COD, with the population increasing from 6,400 to 7,782. Predicting an economic recovery in Colorado and a strong national economy, COD projected that Delta County will grow to a population of about 81,350 by 2025, an average annual increase of 2.8 %. Thus, it is

possible, based on past trends and COD projections, that the City of Delta and the surrounding plan area could experience moderate growth during the next 20 years.

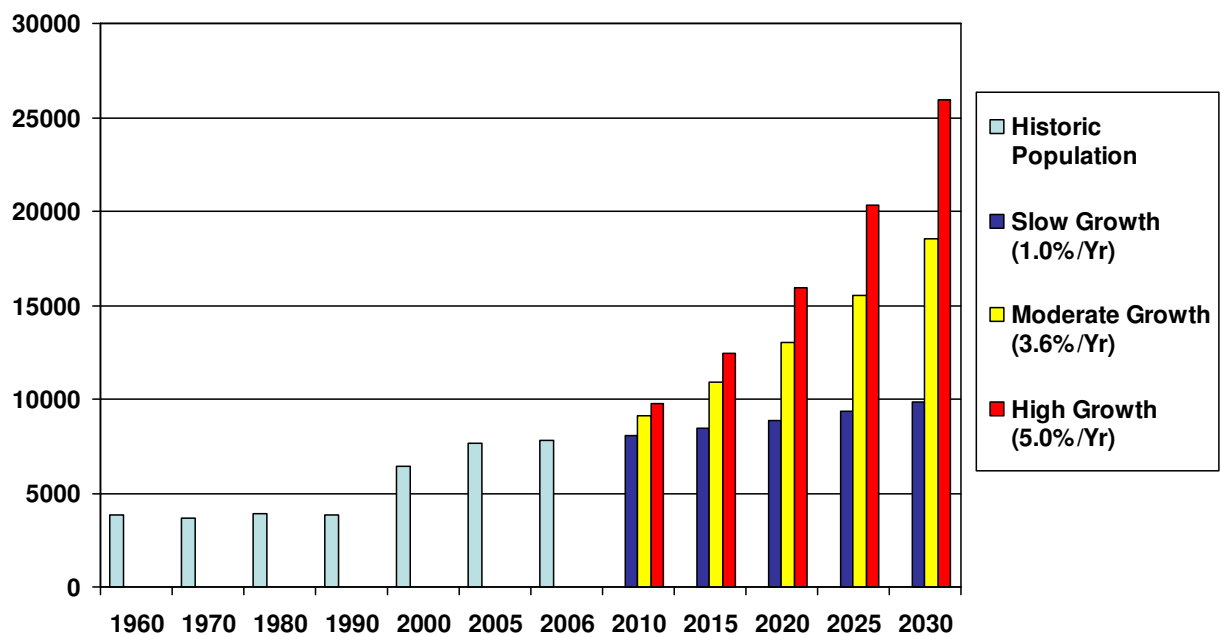
- ◆ **Robust growth (5% average annual growth rate)** – Periods of robust growth have occurred in the past, according to the U.S. Census. Between 1990 and 2000, the City of Delta population increased from 3,789 to 6,400, a 70% increase, due to annexation. Although such growth rates have not been sustained for more than ten years, it is possible, with the combination of Delta’s high quality of life and the impending retirement of Baby Boomers, that Delta could experience robust growth during the next 20 years.

Based on past trends, it is probable that growth rates will fluctuate during the next 20 years. However, periods of low growth could be sustained if the state and national economies stagnate, resulting in fewer newcomers. Periods of robust growth could be sustained with healthy state and national economies, and continued preservation and enhancement of Delta’s quality of life. With the hindsight of past growth trends and confidence that COD’s projections for Delta County are reasonable, it appears likely that net growth between now and 2025 will be in the moderate range.

Applying the alternative average annual growth rates to the City of Delta indicates a 2030 population ranging from a low of about 9,822 to a high of approximately 25,937 with a moderate rate totaling 18,544 (see Figure 1-1).

Table 1-1 indicates historic and projected future growth rates using slow, medium, and high growth rates. Table 1- 2 indicates regional growth rates for Delta, Mesa, and Montrose counties and the municipalities in those counties as well as the unincorporated area in each county. It is interesting to note the large unincorporated population in each county. Table 1-3 shows the State Demographer’s long range projection for growth for the State as well as Delta, Mesa, Montrose and Gunnison Counties from 2000-2030.

**Figure 1-1**  
**City of Delta Historic and Projected Population Growth**



**Table 1-1**  
**City of Delta Historic and Projected Population Growth**

	1960	1970	1980	1990	2000	2006	2010	2015	2020	2025	2030
<b>Historic Population Growth</b>	3832	3694	3931	3789	6400	7782					
<i>Projected Population Growth 2010-2030</i>											
<b>Slow Growth (1.0%/Yr)</b>							8050	8460	8892	9345	9822
<b>Moderate Growth (3.6%/Yr)</b>							9141	10909	13019	15538	18544
<b>High Growth (5.0%/Yr)</b>							9775	12476	15923	20322	25937

**Table 1-2**

	<b>April 2000</b>	<b>July 2001</b>	<b>July 2002</b>	<b>July 2003</b>	<b>July 2004</b>	<b>July 2005</b>	<b>July 2006</b>	<b>Amt</b>	<b>% 2005- 2006</b>
Delta County	27,834	28,709	29,196	29,662	30,080	30,257	30,676	419	1.4%
Cedaredge	1,854	1,915	1,941	2,014	2,077	2,094	2,132	38	1.8%
Crawford	366	373	372	374	376	373	374	1	0.3%
<b>Delta</b>	<b>6,400</b>	<b>7,399</b>	<b>7,581</b>	<b>7,640</b>	<b>7,647</b>	<b>7,659</b>	<b>7,782</b>	<b>123</b>	<b>1.6%</b>
Hotchkiss	968	979	977	977	972	960	956	-4	0.4%
Orchard City	2,880	2,913	2,907	2,976	3,075	3,141	3,180	39	1.2%
Paonia	1,497	1,553	1,554	1,555	1,551	1,534	1,531	-3	0.2%
Unincorporated. Area	13,869	13,577	13,864	14,126	14,382	14,496	14,721	225	1.6%
<b>Regional Historic Population Growth</b>									
<b>MESA COUNTY</b>	116,255	120,128	122,469	125,143	127,946	130,662	135,468	4,806	3.7%
Collbran	388	602	618	628	637	642	657	15	2.3%
De Beque	451	462	471	478	497	504	508	4	0.8%
Fruita	6,478	6,787	7,270	7,725	8,507	9,393	10,349	956	10.2%
Grand Junction	41,986	44,788	45,675	46,850	48,314	49,422	51,631	2,209	4.5%
Palisade	2,579	2,645	2,691	2,737	2,802	2,842	2,941	99	3.5%
Unincorp. Area	64,373	64,844	65,744	66,725	67,189	67,859	69,382	1,523	2.2%
<b>MONTROSE COUNTY</b>	33,432	34,601	35,435	36,116	36,933	37,880	38,903	1,023	2.7%
Montrose	12,344	13,493	14,153	14,746	15,351	16,070	16,486	416	2.6%
Naturita	635	648	658	656	659	657	675	18	2.7%
Nucla	734	745	744	737	736	733	753	20	2.7%
Olathe	1,573	1,622	1,642	1,653	1,675	1,693	1,766	73	4.3%
Unincorp. Area	18,146	18,093	18,238	18,324	18,512	18,727	19,223	496	2.6%

Source: Colorado State Demographer

**Table 1-3**  
**Colorado Population Growth Projections- State and Counties 2000-2030**

	State Demographer's Office Estimate	SDO Projection	SDO Projection	SDO Projection	SDO Projection	SDO Projection	SDO Projection	% increase 2000- 2030
	July, 2000	July, 2005	July, 2010	July, 2015	July, 2020	July, 2025	July, 2030	
<b>State</b>								
COLORADO	4,338,789	4,718,562	5,207,801	5,729,168	6,285,135	6,816,932	7,321,292	68.7%
<b>Counties</b>								
Delta	43,355	49,375	58,196	66,453	74,038	81,350	89,369	106.1%
Mesa	117,653	130,662	150,504	169,479	190,019	212,281	234,701	99.5%
Montrose	33,671	37,880	43,875	51,861	59,063	66,972	74,693	121.8%
Gunnison	13,963	14,264	15,233	16,507	17,880	19,168	20,267	45.1%

Source: Colorado State Demographer SDO- Colorado State Demographer

## *Delta Comprehensive Plan 1997*

The Steering Committee for the updated comprehensive plan scored “key elements” they wanted to see included in the updated plan as follows:

<b>Key Element</b>	<b>Status</b> (C=completed, I=incomplete, P=in progress)
1. Accommodation of development in desirable locations by extension of City utilities and City investment in infrastructure.	P (substantially completed)
2. Development of a concise set of development regulations designed to promote efficiency, segregate incompatible land uses, and equitably assign the costs of growth and development.	P (code rewrite done 1999)
3. Implement plans to safely accommodate vehicular, pedestrian, rail and recreational traffic.	P (rail/truck route)
4. Annex areas around the City served by city utilities and avoid further extension of city water and sewer beyond the city limits as such exists from time to time.	C
5. Implement programs to curtail criminal activity and promote effective, efficient law enforcement and criminal justice system.	P
6. Manage and extend city utilities including water, sewer, electricity, and trash collection in an efficient manner to provide reasonable rates and quality service	P
7. Promote first class emergency services	C
8. Continue efforts to enhance community design and appearance, including historic preservation, housing rehabilitation, landscaping, street scape, store front improvements and urban forestry.	P
9. Provide quality parks and recreation services to meet the growing and diversified population.	P
10. Implement appropriate and cost effective practices and regulations to mitigate adverse environmental impacts and protect the quality of our air and water	ICP
11. Promote economic development by generating appropriate incentives that attract and retain job creating industries	P

“Delta believes in promoting growth in our community. We also want to mitigate the negative impacts that growth can bring. We are continually allowing citizens to review and adjust our ordinances which allows us to collectively review the proposed growth and encourage the positive elements the community is seeking as part of that growth.” (Page 12, Delta Comprehensive Plan, 1997)



## *Chapter 2*

### *Community Character and Design*

#### *Geographic Setting and Community Form*

The City of Delta, Colorado, is nestled in a valley surrounded by mountains and is located between Grand Junction and Montrose at the confluence of The Uncompahgre and Gunnison Rivers. With a current population of approximately 8,000, the City has an elevation of 5,000 feet above sea level. It was incorporated on October 24, 1882, has a Council/Manager form of government, and is a home rule city.

#### *Public Opinion About Community Design*

The 2006 public opinion survey included several questions about community appearance and architectural standards. Most survey respondents (60%) felt that the City's downtown image was "good" or "excellent."



*City of Delta Museum*

However, when asked about "Community Design & Appearance," about half (42%) of the respondents felt that the community had "Good" or "Excellent" design and appearance while the other half (48%) rated the community "Poor" or "Fair." It should be noted that the City of Delta annexed large areas of unincorporated Delta County in the 1990's. Delta County has no zoning regulations.



## *Desired Future Condition, Policies and Action Items*

### *Desired Future Condition*

The City of Delta's atmosphere, historic character, pedestrian scale and agricultural heritage of Delta are preserved and enhanced. New development and redevelopment in older parts of Delta are visually compatible with historic character and pedestrian scale, and streetscapes are attractive.

### *Policies and Action Items*

**Policy 1** – Good design is appropriate in key areas of Delta to preserve and enhance community character and to foster economic development. Action items to implement this policy include:

1. Update the land use code to require design standards for new commercial development near U.S. 50 and State Highway 92
2. Update the land use code to encourage design guidelines for all new or renovated buildings in the proposed downtown mixed use zone (see Chapter 3).
3. Coordinate with CDOT to beautify U.S. 50 and State Highway 92 coming into town.
4. Update the land development code to encourage the preservation of structurally sound older houses, including those converted to businesses and other buildings with historic character.
5. Update the land use code to encourage the preservation of structurally sound older houses, including those converted to businesses and other buildings with historic character in the downtown area.
6. Update the land use code to require design standards for new commercial development
7. Update the land use code to encourage design guidelines for all new or renovated buildings in the proposed downtown mixed use zone.

**Policy 2** – Encourage more aesthetic streetscapes such as street edge landscaping (including street trees), benches, gardens, ornamental light fixtures, hanging flower baskets, banners and works of art. Action items to implement this policy include:

1. Encourage the continuation of the Delta Murals project and public art and sculpture at visible locations on Main Street, Highway 92, in public parks and schools.

## *Delta Comprehensive Plan 1997*

<b>Section One: Community Appearance</b>	<b>Status</b> (C=completed, I=incomplete, P=in progress)
<b>Goals</b>	
Strive to unify the designs of public buildings and spaces and to create models which will inspire the community	P
Encourage the use of the local materials and design themes which are compatible with the culture of the community and which reflect harmony in the environment	P
Find meaningful themes and slogans which reflect our local heritage and environment	P
Enhance the public street and parking areas with particular attention to the most viewed, used streets, with an emphasis on highway access	P
<b>Actions</b>	
Incorporate the theory and practice of landscape architecture into design phases of projects	P
Educate citizens and businesses as to the importance of aesthetics in community development	CI
Historic preservation downtown	P
Provide citizens with information on vegetation species appropriate to this climate and setting	P
Encourage developers to use natural contours, topographic features, and existing trees where possible in accordance with the propose use of the site	PI
Provide incentives for the developer who provides visual amenities and consider these as positive factors in the evaluation and review of development proposals	PI
<b>Section Two: Neighborhood Identity</b>	
<b>Goals</b>	

<b>Section One: Community Appearance</b>	<b>Status</b> (C=completed, I=incomplete, P=in progress)
Encourage the preservation and development of unique qualities and characteristics	P
<b><i>Guidelines</i></b>	
Advocate those design characteristics which promote clarity, definition and identity to neighborhoods throughout the City	P
Encourage the enhancement of those design characteristics within the City which promote unity and cohesiveness	P
<b><i>Actions</i></b>	
Preserve and further develop neighborhood focal points such as open spaces, parks, commercial centers, and gathering places which are important to neighborhood identity	P
Facilitate preservation of historical or unique structures in Delta's neighborhoods and downtown	P
Restrict extraneous vehicular traffic from residential areas	P
Educate citizens and businesses regarding the planting and care of trees to maintain the current population throughout the City's neighborhoods	P

## *Chapter 3*

# *Land Use and Growth Management*

## **Planning Sub-Areas**

The geographic area included in a municipal comprehensive plan typically covers more than the current corporate limits. The following planning sub-areas are briefly described below:

- ◆ The surrounding Plan Area
- ◆ City of Delta current corporate limits

### *Surrounding Plan Area*

This Comprehensive Plan addresses the surrounding area, including that within the water and sewer service area and an approximate three mile radius. This is referred to as the “plan area.” In Colorado, statutory authority for developing three mile plans is found in C.R.S. 31-12-105(c). The plan area includes gateways to the City, which, along with surrounding irrigated farmland, Gunnison and Uncompahgre Rivers, the desert hills, the Grand Mesa and the Uncompahgre Plateau, are an important part of Delta ’s community character.

### *City of Delta*

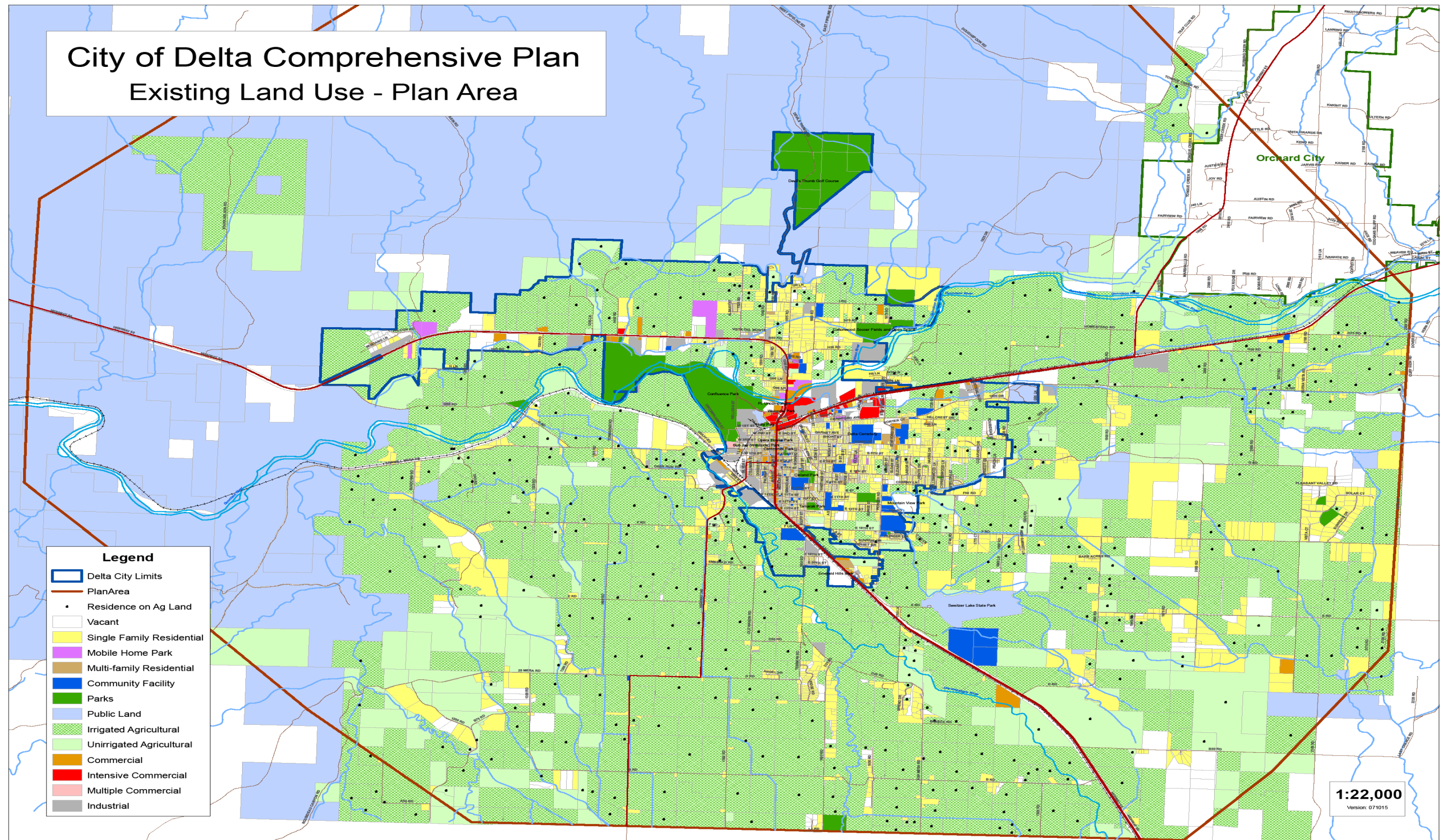
The current City boundary forms the geographic center of the plan area. While it is appropriate to develop a plan that extends beyond the City boundaries, as required by state law, the City of Delta has legal authority to control growth and development only within its corporate limits, including additional land it may eventually annex. Development on land within the plan area outside present and future corporate limits of the City of Delta is under the authority of the County. This Comprehensive Plan strongly recommends that the City of Delta and Delta County develop an intergovernmental agreement whereby the county acknowledges and honors the land uses and densities specified in the plan area.

## *Analysis of Existing Land Use*

The consultants conducted a parcel-based land use inventory of Delta and the surrounding three mile plan area during 2006-07. The field survey was correlated with the County Assessor’s parcel maps and data, particularly for parcels where it was difficult to determine the type of land use from the field survey alone. The purpose of the inventory was to identify and quantify various types of land uses and densities to serve as a basis for projecting future growth and developing alternative growth management scenarios. Existing land use maps of the plan area (Map 3-1) and the core area (Map 3-2) were prepared which delineated the types of existing land uses, and tables were created summarizing the data.

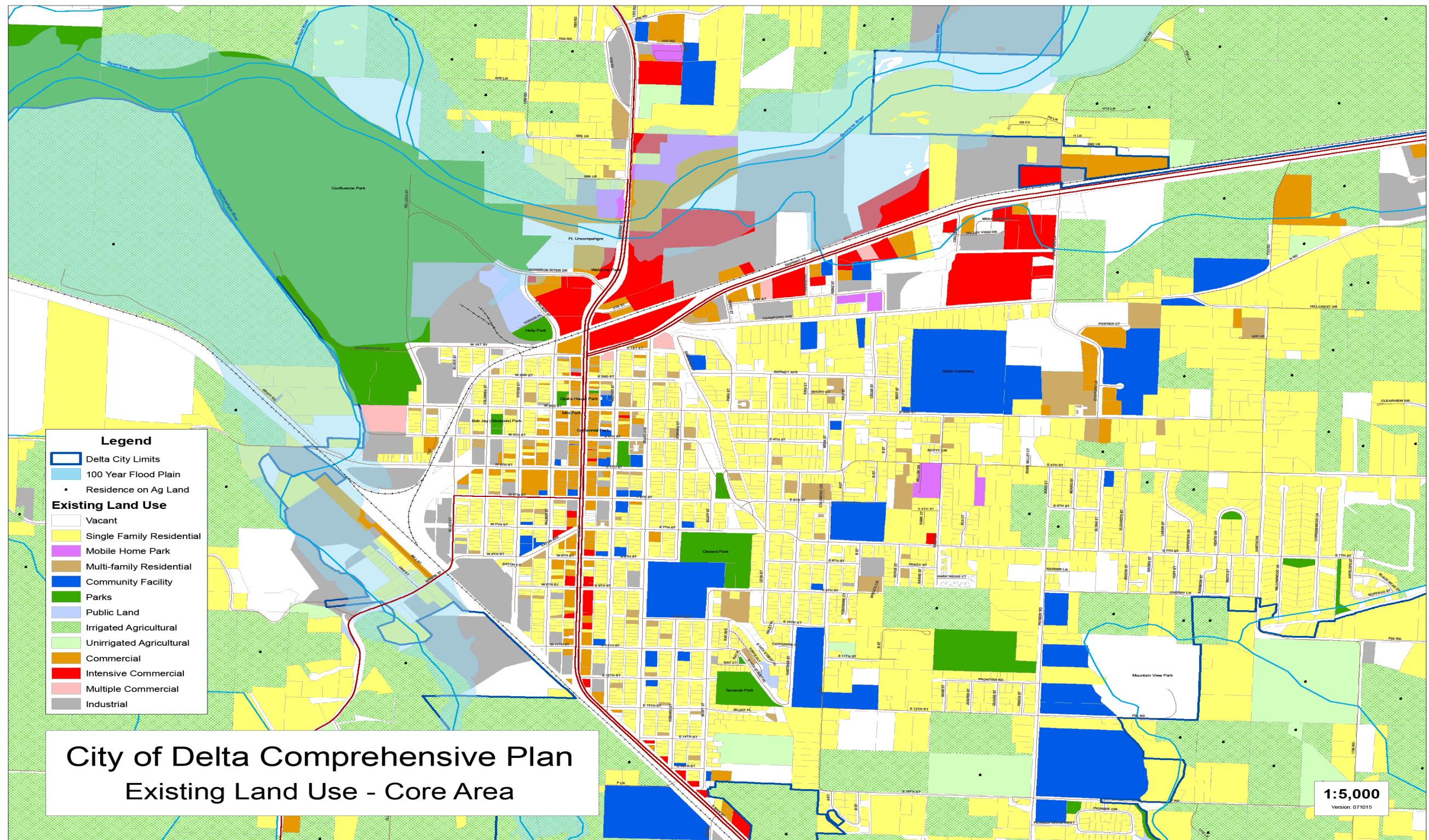


# City of Delta Comprehensive Plan Existing Land Use - Plan Area



Map 3-1





Map 3-2

## ***Build-out Assumptions and Calculations***

This section analyzes residential and commercial build-out potential of vacant land based on densities allowed by the City of Delta's current land use code. A build-out analysis estimates the total population (or dwelling units or commercial square footage, etc.) of an area based on assumptions about allowable density. Residential build-out analysis, for example, identifies the supply of developable land, identifies development densities by location, calculates the number of new housing units, and then multiplies housing units by estimated number of people per unit to obtain the total potential population of the land. The build-out population of an area is the hypothetical capacity based on assumptions about allowable densities, which might or might not occur in the future. By contrast, a projection combines this supply of land and associated population with the anticipated regional demand for population for a particular time frame.

### ***Residential Build-Out Potential***

Vacant parcels and underdeveloped agricultural parcels within the City of Delta were identified based on field observations and the Delta County Assessor database. The acreage of each vacant parcel and agricultural parcel was obtained from the database and aggregated by residential zoning districts.

Table 3-1 summarizes build-out potential for residential zoning districts, expressed as new housing units and additional population. Approximately 1,800 new housing units could be built on vacant parcels and underdeveloped agricultural parcels within the city's residential zoning districts, resulting in an additional population of about 4,428. The number of new housing units at build-out is a conservative estimate, given the large number of vacant or underdeveloped acres in the A-1 Zone. With the availability of city services, market pressures would likely cause much of this zone to be rezoned for higher densities.

### ***Comparison of Residential Build-out Potential with Alternative Population Projections***

Figure 3-1 shows a graphic comparison of the build-out potential based on the existing city residential zones and the three alternative population projections for 2030: low growth (1.0% annual average), moderate growth (3.6% annual average) and high growth (5.0% annual average). Figure 3-1 shows that residential build-out potential under current zoning densities would accommodate a low growth rate. Current (2006) population 7,782 plus additional population of 4,428 at build-out under existing zoning densities results in a build-out population of 12,210. The low growth projection (1% annual growth rate) results in a 2030 low growth projection of 9,822. Under this scenario the low growth additional population could be entirely accommodated under existing zoning within the Delta city limits without additional annexations.

**Table 3- 1**

**RESIDENTIAL BUILD-OUT POTENTIAL BY RESIDENTIAL ZONING DISTRICT  
(Based on Current Zoning within City of Delta)**

<b>Residential Zones</b>	<b>Estimated Occupied Units<sup>1</sup></b>	<b># Vacant Acres</b>	<b>Allowable Density (# units/ gross acre)</b>	<b># Potential New Units</b>	<b>Estimated Potential Additional Population (New units x 2.47 persons per house hold)</b>
A-1	2,611	184	2	368	909
R-R	74	28	4	112	276
R-1	423	32	7	224	553
R-1A	489	5.4	7	37.8	93
R-2	1,171	64	8	512	1,265
R-3	349	7.9	10	79	195
R-4	110	5.7	15	85.5	211
MHR	51	17.6	9	158.4	391
MR	276	30	7	210	518
OR	5	1	7	7	17
<b>Totals</b>	<b>5,559</b>	<b>375.6</b>		<b>1793.7</b>	<b>4,428</b>

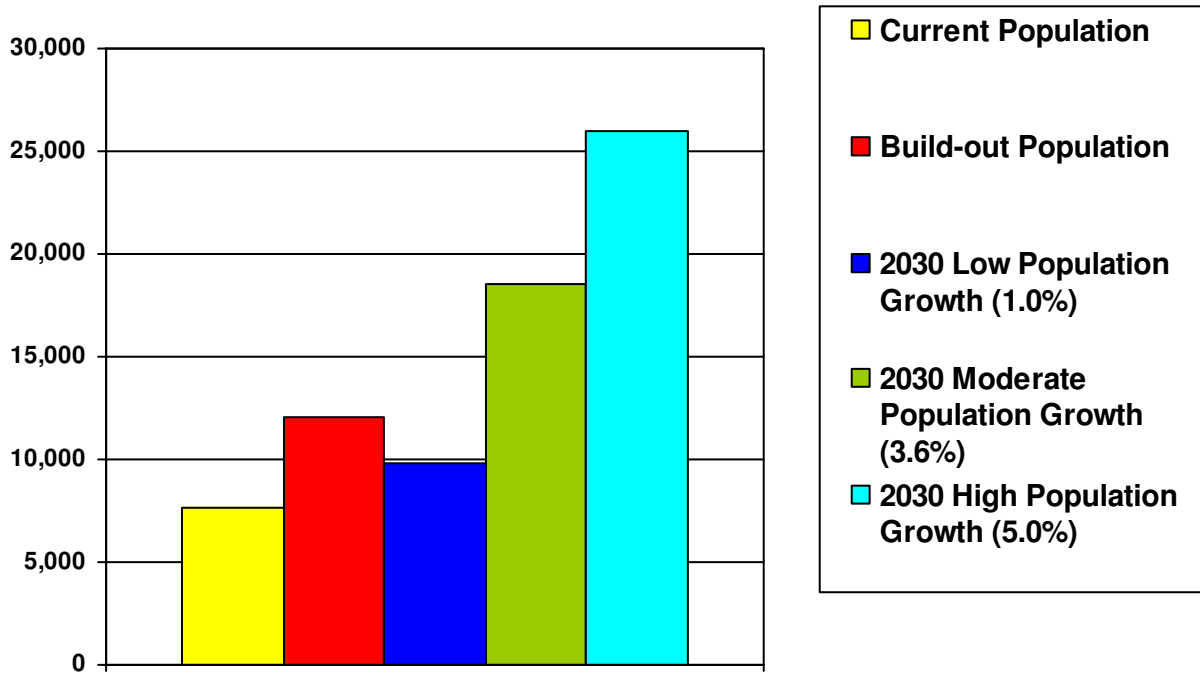
**Potential build out population (current zoning): 4,428 + 7,782 = 12,210**

---

<sup>1</sup> Based on Colorado State Demographer's 2005 estimate of 2.47 persons per occupied housing unit.



**Figure 3-1**  
**Comparison of current population, build-out population and alternative**  
**population projections, City of Delta**



2006 Population	7,782
Build-out Population	12,210
2030 Low Population Growth (1.0%)	9,822
2030 Moderate Population Growth (3.6%)	18,544
2030 High Population Growth (5.0%)	25,937

## *Commercial and Industrial Build-Out Potential*

This section analyzes current and future demand for commercial/industrial space and the supply of land available to accommodate future demand.

**Demand for Commercial/Industrial Space** - Square footage of commercial and industrial uses per person is an indicator of demand for commercial/industrial space in a community as well as an indicator of the relative economic independence of an area. During the past decade, the Comprehensive Plan consultant analyzed commercial/industrial space in other communities. Fruita, which is in the economic shadow of Grand Junction, had 90 square feet of commercial/industrial uses per person within its three mile plan area and 71 square feet per person within the city limits. By comparison, communities that serve as the central market area for a larger region have more commercial/industrial square footage per person. For example, 170 sq.ft. for Pagosa Springs and 215 sq. ft. for Gunnison.

As seen in Table 3-2 and the narrative below, Delta, like Gunnison and Pagosa Springs, functions as a regional center of economic activity, serving much of Delta County, including the small communities along State Highway 65 and Highway 92. As a result, Delta has a relatively large amount of commercial/industrial square footage per city resident. Based on the land use inventory and Delta County Assessor data, square footage for various categories of commercial and industrial uses within the plan area was aggregated. Table 3-2 indicates the aggregated square footage for various types of commercial and industrial buildings.

**TABLE 3-2  
COMMERCIAL AND INDUSTRIAL PARCELS**

<b>Type of Use</b>	<b># of Parcels with Structures</b>	<b>Aggregate Building Size (Sq. Ft.)</b>
Commercial	219	930,040
Intensive commercial <sup>1</sup>	45	467,782
Multiple commercial <sup>2</sup>	6	69,714
Sub-total commercial	270	1,467,536
Industrial	99	1,204,933
<b>TOTALS</b>	<b>639</b>	<b>2,672,469</b>

<sup>1</sup> Commercial uses that are typically dependent on a high volume of traffic, such as fast food establishments, service stations and supermarkets.

<sup>2</sup> More than one commercial establishment on a parcel, often two or more uses in one building.

With an estimated 2005 population of 30,255 in Delta County, the amount of commercial/industrial space is approximately 88 square feet per person (2,672,469 square feet divided by 30,255 people). The County total population rather than the City of Delta population is used in this calculation because the commercial/industrial land uses serve much of the county population. The number of commercial/industrial parcels and the number of aggregate square footage reflect totals for only the plan area. There are other pockets of commercial and industrial uses along US 50 toward Montrose and in the smaller communities along State Highway 92 and Highway 65. However, it should be noted that most commercial/industrial uses in the plan area are located within the City of Delta. Using only the population of the City of Delta, where most commercial/industrial land uses are located, yields approximately 319 square feet per person (2,479,380 square feet within the city limits divided by the 2006 population of 7,782). This high number of commercial/industrial square footage per city resident indicates the importance of Delta as a regional shopping and manufacturing center for the area.

Assuming for planning purposes that the demand for future commercial/industrial square footage within the City of Delta can be estimated based on 319 square feet per person, the amount of commercial/industrial space needed by 2030 in the City for each alternative growth scenario (see Progress Report #2) is as follows:

- Low growth (1.0% annual average) – 9,822 people x 319 sq. ft. /person = 3,133,218 sq. ft.
- Moderate growth (3.6% annual average) – 18,544 people x 319 sq. ft. /person = 5,915,536 sq. ft.
- High growth (5.0% annual average) – 25,937 people x 319 sq. ft. /person = 8,273,903 sq. ft.

**Supply of Commercial/Industrial Land** -- Based on existing land use patterns, it cannot be assumed that all vacant commercial land will be fully occupied by buildings. Except for some downtown parcels, most commercial and industrial lots allocate space for parking, landscaping or outdoor storage.

The portion of a lot occupied by buildings relative to total lot size is typically expressed as a floor area to lot size ratio, commonly referred to as a floor area ratio (FAR). This ratio is an indicator of the relative efficiency of use of the land. For example, a FAR of 0.1 indicates that only one-tenth of a parcel is occupied by a building. A FAR of 0.5 indicates much higher land use efficiency – half of a parcel occupied by a building. In urban areas, including downtown Delta, some parcels have a FAR of more than 1.0, usually indicating buildings with two or more floors.

The FARs for the various categories of commercial/industrial land uses in Delta are presented in Table 3-3, which indicates the ratio of aggregate building square footage to aggregate parcel area per category.

The aggregate FAR for all commercial/industrial uses within the plan area is 0.026, which means that average lot coverage by buildings is less than 3 % of lot size. The low FAR is caused by several very large parcels comprising industrial land uses. The FAR for industrial uses only is merely 0.014, meaning that an average of only about 1.4 % of industrial parcels is

covered by structures. By contrast the FAR for more conventional parcels is 0.098, meaning that about 10 percent of the area of these parcels is occupied by structures.

**TABLE 3-3  
COMMERCIAL/INDUSTRIAL FLOOR AREA RATIOS BY CATEGORY**

Type of Use	Aggregate Building Square Feet	Aggregate Parcel Area (sq. ft.)	Floor Area Ratio
Commercial	930,040	9,736,836	0.096
Intensive commercial	467,782	4,799,920	0.098
Multiple commercial	69,714	450,105	0.155
Sub-total commercial	1,467,536	14,986,861	0.098
Industrial	1,204,933	86,381,004	0.014
<b>TOTALS</b>	<b>2,672,469</b>	<b>101,367,865</b>	<b>0.026</b>

While Table 3-3 displays data for various categories of commercial and industrial land uses, as indicated by the land use survey, Table 3-4 displays data by zoning district. Table 3-4 shows that there are nearly 200 vacant acres within the existing commercial and industrial zoning districts. Applying existing FARs for commercial and industrial uses, these vacant parcels could accommodate about 581,000 additional square feet of commercial/industrial uses.

**TABLE 3-4  
SUPPLY OF COMMERCIAL AND INDUSTRIAL LAND BY ZONE**

Zone	# Vacant Acres	Floor Area Ratio	Aggregate Additional Building Square Feet
B-1	1.2	0.098	5,123
B-2	54.39	0.098	232,184
B-3	63.63	0.098	271,629
B-4	6.51	0.098	27,790
I-1	44.78	0.014	27,309
I-2	25.11	0.014	15,313
I-R	2.24	0.014	1,366
<b>TOTALS</b>	<b>197.86</b>		<b>580,714</b>

**Conclusions –**

Table 3-5 compares existing commercial/industrial square footage, additional supply of such land, as shown in Table 3-4, and the demand for commercial/ industrial land for the three alternative growth projections. Based on the above assumptions and calculations, it appears that there is a sufficient supply of land now zoned commercial/industrial land within the City of Delta to accommodate 2030 demand for commercial/industrial square footage for the low growth scenario.

However, the potential supply falls short of the demand for commercial/industrial square feet for the moderate growth and high growth scenarios. It is likely that the shortfall could be accommodated within the plan area outside the present City limits. Or the City could rezone some of the A-1 parcels within the City limits as commercial or industrial zones.

**TABLE 3-5**  
**COMPARISON OF COMMERCIAL AND INDUSTRIAL LAND SUPPLY AND DEMAND**

Supply (Square Feet)			Demand (Square Feet)		
Existing	Additional Supply	Total at Build-out	Low Growth	Medium Growth	High Growth
2,672,469	580,714	3,253,183	3,182,328	6,008,256	8,403,588

### *Public Opinion about Growth*

The public opinion survey included several questions about growth. When asked about the City of Delta's growth rate, 43% believed the City was growing at the right pace and 31% felt it was growing too fast; 45% thought the best population level for Delta in the next 15 years would be from 10,000-12,500. See also comments on Steering Committee recommendation in the Appendix.

### *Alternative Growth Scenarios*

Alternative growth scenarios represent differing visions about how a community should grow. These visions were expressed by the public in several venues: interviews with community leaders; a written survey completed by approximately 1,026 households (29% of those sent out), and public workshops.

Three scenarios were developed to explore the probable development patterns resulting from those differing visions. The three scenarios are:

1. **Scenario 1 – Low Growth (1%):** This scenario is based on densities allowed by the current Land Use Code.
2. **Scenario 2 – Moderate Growth (3.6%):** Most new growth for this scenario is concentrated within the current City limits.
3. **Scenario 3 – High Growth (5%):** This scenario includes new growth within the current City limits and adds new development to more sparsely settled areas surrounding the City.

The three alternative growth scenarios were presented to the Steering Committee for review before presentation to the public at the second public workshop. The Steering Committee was divided in their preference between the medium and high growth scenarios. The three growth scenarios were then presented at public workshop #2. The resulting opinion from this workshop mirrored that of the Steering Committee. Both groups defined future growth areas

using a “dot exercise” in which they placed dots in potential new growth areas in, and around Delta. The growth areas selected by the groups were similar for both the public workshop and the steering committee.

## *Preferred Growth Scenario*

The preferred growth scenario is derived from a combination of the moderate and high growth scenarios. This preferred scenario adopts a strong downtown core and other smaller commercial nodes to serve both residents and visitors. Most new growth is concentrated within the present City limits or in the area east, west and south of the City. This scenario attempts to accommodate future residential and commercial growth and encourages an economically healthy, vibrant downtown.

The goal of the preferred scenario is to continue to make Delta look, feel, and act like a regional commercial center. A city feels like a unique place when it enhances the walkability of the entire community and creates a pleasant ambiance, such as treescaping, flowers, and benches along sidewalks, art and attractive signs throughout the community, especially in the downtown. And a community acts like a unique place when it promotes the existing friendly spirit of its citizens, especially toward visitors and new businesses, preserves and expands community events and celebrations and promotes local produce and products, such as farmer’s markets.

The future land use maps for the preferred scenario (see Future Land Use Map –Plan Area and Future Land Use Map – Core Area) have the following land use classifications and features. The existing City of Delta zone(s) that correspond to these districts is listed in parenthesis.

- ◆ **Low Density Residential-Rural (A-1, R-R)** This is the outlying residential and agricultural area surrounding the center of the City.
- ◆ **Medium Density Residential: (R-1, R-1A, R-2)** This density corresponds to the City’s single family homes/duplexes/condominiums at a density that can be supported by City utilities and which encourages walkable neighborhoods.
- ◆ **High Density Residential: (R-2, R-3, R-4 )** The future land use map specifies additional high density areas in the downtown, east along State Highway 92 and west along U.S. 50 where apartments and condominiums will support the village concept of a walkable community.
- ◆ **Mobile Home Residential (MHR):** Existing mobile home parks are indicated on the future land use map. It is quite possible that, within the 20 year time frame covered by the comprehensive plan, owners of some of the mobile home parks may seek to redevelop them.
- ◆ **Downtown Core Zoning (B-1, B-2, B-3, B-4, I-1, I-2, IR, MHR, MR, OR, R-1, R-1A, R-2, R-3, R-4):** The existing Downtown zoning is retained as shown on the Future Land Use Map.
- ◆ **Neighborhood Commercial Centers (B-2):** Neighborhood commercial centers are located at key intersections of medium density residential areas. These areas can provide walkable, small scale neighborhood retail and commercial uses such as coffee shops, hair

salons, boutiques, and professional offices with designs that are compatible with the neighborhood scale. They may also include neighborhood school sites.

- ◆ **Highway Commercial Design Districts (B-2, OR, R-3, R-4):** These areas are located along U.S. 50 and I Road west of town and along State Highway 92 east of town and south of town on Highway 50. These areas can develop as attractive commercial areas with frontage landscaping and low signage similar to the greenhouse restaurant on U.S. 50. As these areas develop, frontage roads and consolidated driveways should be required to minimize multiple curb cuts. This district would also allow multi family housing which could be located to the rear of the highway and commercial uses on deep lots as is now allowed in the Delta B-3 zone. Outdoor storage would be allowed but required to be located to the rear of the parcel and screened from view. Potentially polluting commercial businesses would not be allowed in this zone or would have to meet performance standards.
- ◆ **Planned Industrial (I-1, I-2, I-R, B-3) :** Industrial uses are shown on the future land use map along the north side of Highway 92 and adjacent to the railroad at the grain elevator area. Such uses include storage units, some of which are located in the downtown Mixed Use area. These areas would be required to be well planned with combined entry ways, attractive signage, screening and landscaping.
- ◆ **Parks-Open Space:** The existing and future parks, trails and open space are shown on the maps in the Parks, Recreation and Trails (Chapter 8). The entire Gunnison and Uncompagne River, 100 year flood plain, is shown as “open space,” recognizing the need to protect these areas from the severe flooding that Delta has experienced in the past.
- ◆ **Future Arterial and Collector Roads:** These roads including the proposed truck by pass are indicated here and in the Transportation Chapter.

## *Desired Future Condition, Policies and Action Items*

### *Desired Future Condition*

Growth and development are managed to preserve and enhance the quality of life that makes Delta an attractive place to live and visit. The downtown core is revitalized as a walkable village center with a well-designed mix of residential and commercial uses that serve both residents and visitors. Edges of the community are clearly defined by surrounding agricultural land and future growth is concentrated within the present City boundaries.

### *Policies and Action Items*

*Policy 1*--Growth will be controlled preserving green spaces at critical locations.

*Policy 2*--Future growth should be planned under the medium to high growth scenarios.

*Policy 3*--New development should pay its own way.

*Policy 4*--Downtown should become a mixed use area with single family and multi- family residences, offices and retail establishments that serve the needs of residents and tourists.

An action item to implement this policy would be:

Amend the land use code to include a new mixed use district in the downtown area with appropriate land uses and design guidelines.

*Policy 5*--Improve the appearance of downtown

*Policy 6*--The City of Delta should encourage commercial growth along US 50 to the north and south.

*Policy 7*-- The City of Delta should encourage commercial growth along the highway corridor to the east

*Policy 8*-- The City of Delta should encourage growth along the railroad and recycle the old industrial buildings and agribusiness buildings into small scale industrial and commercial businesses.



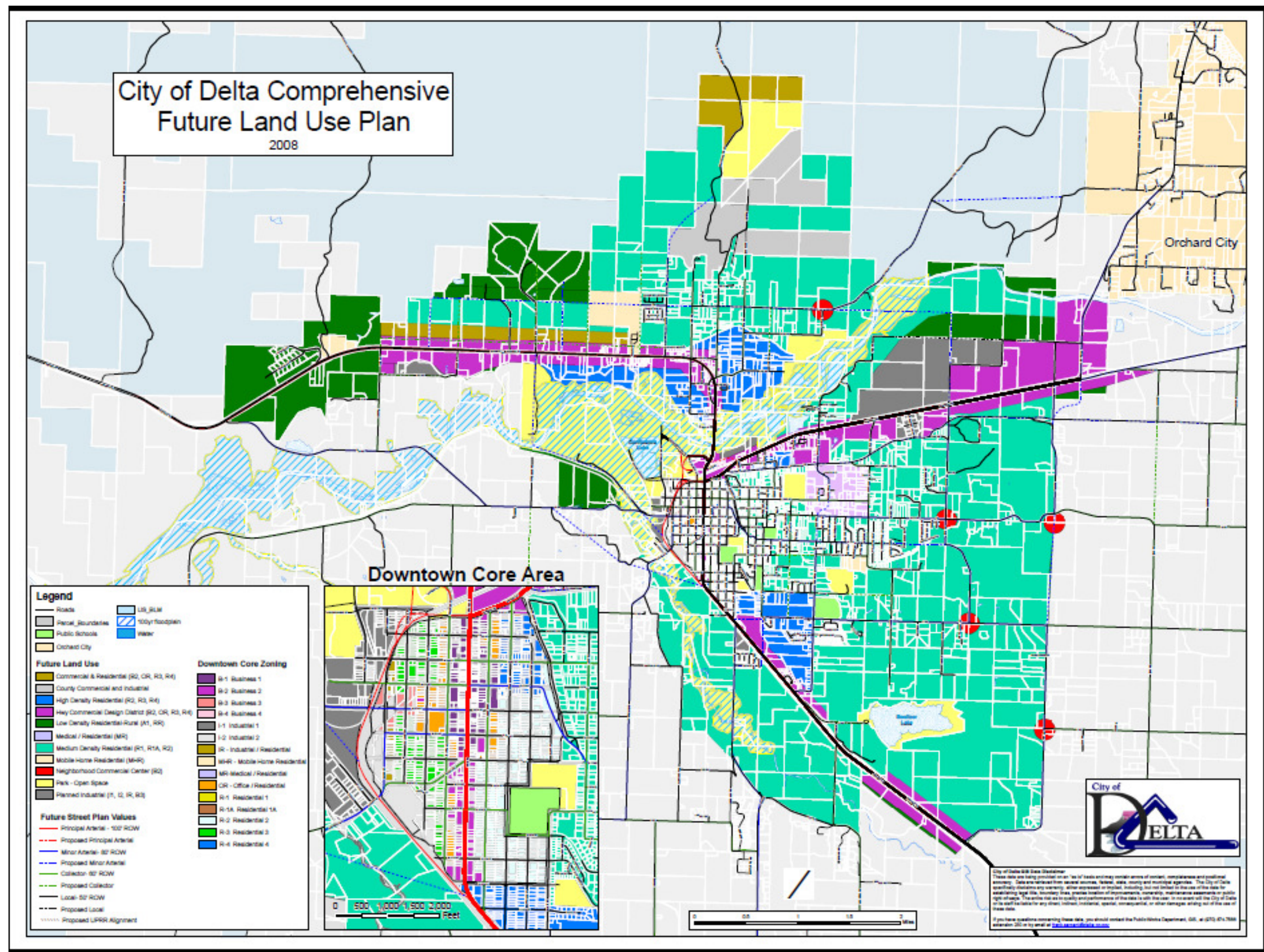
## *Delta Comprehensive Plan 1997*

<b>City of Delta 1997 Comprehensive Plan</b>	<b>Status</b> (C=completed, I=incomplete, P=in progress)
<b>Land Use</b>	
<b>Goals</b>	
As an overall goal, the City of Delta will encourage location and types of land uses which are compatible to protect the health, safety and general welfare of the citizens	CIPCP
<b>Section One: Peripheral Growth</b>	
Promote development around the outskirts of Delta in a manner which will efficiently utilize public services and facilities	PCIPC
<b>Guidelines</b>	
Work with the County to establish an area of cooperation in which both entities work together on issues of new growth, such as the provision of services and impacts	P
Coordinate development in the peripheral areas of the City with the extension of utilities, new schools, parks, and other public facilities	P
Encourage the County to promote land use controls which assure the health, safety, and welfare of County residents such as land use planning and building codes	I
Encourage some areas to remain as no growth areas where open space can remain as agricultural land, public or private, to preserve 's connection with its agricultural heritage	P
<b>Actions</b>	
1. Extend the City's utility service areas to serve the citizens of Delta.	CPCP
2. Complete a municipal utility service plan	PCCP
3. Proactively pursue outside funding for the extension of utilities to outlying areas. Current users should not support new development financially	P
<b>Section Two: Existing Land Use</b>	
<b>Goals</b>	
Reassess the City's existing land use pattern to determine the impact of current growth trends as well as the application of the City's vision for the future	C
<b>Guidelines</b>	
Promote better integration of all types of uses within the City and new developments	C

<b>City of Delta 1997 Comprehensive Plan</b>	<b>Status</b> (C=completed, I=incomplete, P=in progress)
Look at cultural, natural, and scenic attributes which define the City's character when implementing land use decisions	C
<b>Actions</b>	
1. Inventory existing land uses to provide a data base for future decision making	C
2. Review changes in major land uses and emerging land use trends which have occurred since the last rezoning study done in 1979	C
3. Review current zoning districts and how they relate to one another	C
4. Adopt recommendations for change as a result of review process through the City's Planning Commission	C
5. To the extent possible, buffer noxious uses from residential areas. Develop a buffer around the industrial zones of the City	IPC
<b>Section Three: Guiding Growth</b>	
<b>Goals</b>	
Guide the location of new growth so as to assure the maximum utilization of land, public facilities and services	P
<b>Guidelines</b>	
Encourage development in areas immediately adjacent to existing development	P
Encourage coordination between special districts and the City on development which will have a significant impact on the pattern of growth of the City	P
Use open space as a tool to shape and direct density to buffer conflicting land uses, and to preserve the community's rural character	P
Encourage growth based on the ability to serve by municipal utilities in a cost effective manner. Discourage service to new developments which would need to be subsidized by existing users	P
Develop a cooperative working relationship with County and its Planning Commission	P
Coordinate development with the School District to address impacts	P
Encourage infill development to avoid strip commercial development along major arterial roads	P
Consider environmental impacts of new development such as air quality	P

<b>Actions</b>	
Update the City's land use plan to indicate preferred locations for various uses within the City and surrounding areas	P
Complete a three mile plan for the City	C
Establish a communications network between the City, State, and Federal land agencies to address land use policies affecting its citizens	IPC
<b>Section Four: Regulatory Environment</b>	
<b>Goals</b>	
Promote the consistent and equitable application of land use and development regulation	P
<b>Guidelines</b>	
Increase public information regarding land use and development guidelines and processes	IIPP
Ensure that City and County land use regulations are compatible	P
<b>Actions</b>	
Modify the wording of existing regulations to provide increased clarity and consistency	P
Standardize the variance procedure for zoning changes and exceptions to building codes	C





## Chapter 4

### Housing

#### Housing Stock

Several Housing studies are available for the Delta housing market area including the Delta County Housing Needs Assessment (January 2003), The 2000 U.S. Census, the State Demographer's Estimates of Population and Households-2006 (Table 4-1), and the Market Analysis Report for the Villas at the Bluffs (July 2007), a proposed assisted housing development.

Table 4-1 indicates that as of 2006 the County of Delta had 13,838 total housing units, of which 12,225 were occupied, for a vacancy rate of 11.66%. This relatively high vacancy rate may indicate the number of new housing units on the market. When viewed in the perspective of the entire County, The City of Delta has a vacancy rate comparable to the other smaller municipalities and unincorporated areas of the County, some of which are seasonal communities with vacancy rates which are higher in the winter than the summer.

**Table 4-1**

<b>Estimates of Population and Households for Delta County and Its Municipalities- 2006</b>								
<b>Area</b>	<b>Total Population</b>	<b>Group Quarter Population</b>	<b>Household Population</b>	<b>Persons per Household</b>	<b>Total Housing Units</b>	<b>Occupied Housing Units</b>	<b>Vacant</b>	<b>Rate %</b>
<b>Delta</b>	<b>30,676</b>	<b>915</b>	<b>29,761</b>	<b>2.43</b>	<b>13,838</b>	<b>12,225</b>	<b>1,613</b>	<b>11.66</b>
Cedaredge	2,132	32	2,129	2.07	1,172	1,029	143	12.2
Crawford	374	0	374	2.49	185	150	35	18.92
Delta	7,782	98	7,684	2.47	3,391	3,106	285	8.4
Hotchkiss	956	4	952	2.34	451	406	45	9.98
Orchard City	3,180	94	3,086	2.41	1,413	1,279	134	11.63
Paonia	1,531	53	1,478	2.29	731	646	85	11.63
Unincorporated	14,721	663	14,058	2.51	6,495	5,609	886	13.64

*Source: State Demography Office; Table Prepared: October 2007*

According to the 2000 Census (Table 4-2), there were 4,233 households in the market area and 60% were within the city limits of Delta. Approximately 26% (or 1,113 households) of the occupied housing units in the Delta market area were renter occupied in 2000.

**Table 4-2**  
**Occupied Housing Units by Tenure-Delta Housing Market Area**

Owner	3,120	73.7%
Renter	1,113	26.3%
Total	4,233	100%

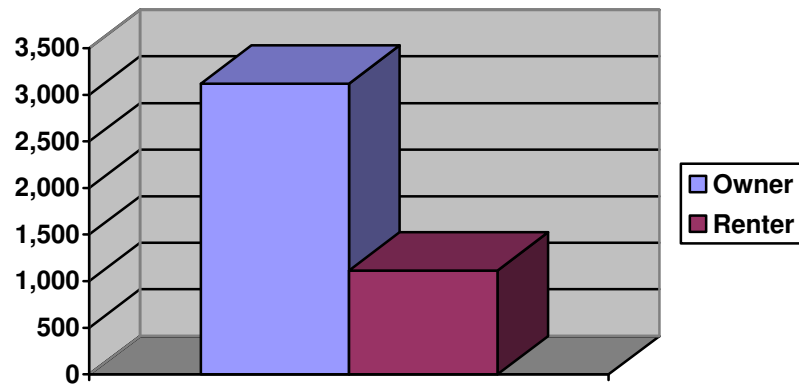


Table 4-3 indicates the age distribution of the rental population. The largest segment of renters is in the younger age groups, but the 65-74 age group is also a significant group.

**Table 4-3**  
**Age Distribution of Renters in the Delta Market Area (Source: 2000 Census)**

Age of Head of Household	Total	Percent
15-24	171	15.4
25-34	283	25.4
35-44	214	19.2
45-54	114	10.2
55-59	22	2.0
60-64	30	2.7
65-74	164	14.7
75-84	69	6.2
85+	46	4.1
Total	1,113	100.0%



Table 4-4 indicates the household size of renters in the Delta housing market area. Households with 1-5 people represent the largest group of renters.

**Table 4-4**  
***Renter Household Size in Delta Market Area (source: 2000 Census)***

People per Household	Total	Percent
1	381	34
2	290	26
3	167	15
4	127	11
5	108	10
6	8	1
7+	32	3
Total	1,113	100

### ***Delta County Housing Needs Assessment***

Some of the conclusions of the Delta County Housing Needs Assessment were:

1. There has been significant economic and population growth in Delta County over the last decade, increasing housing demand and prices
2. Housing prices have increased at a faster rate than wages, decreasing the affordability of the housing market
3. Many low wage workers are finding themselves priced out of single family homes and are unable to find lower priced rental units
4. There has been relatively little new multi-family construction in Delta County over the last decade, resulting in few options for households earning less than 60 % of the Area Median Income.

Source: Colorado Division of Local Affairs, Division of Housing; Delta County Housing Needs Assessment (January 2003).

Recommendations contained in the Delta County Housing Needs Assessment were as follows:

- Establish inclusionary Zoning
- Expand the types of revenue sources available for affordable housing
- Consider fee waivers or deferrals for affordable housing projects
- Increase support for housing rehabilitation



- Increase the number of multi family units through policy changes at the municipal and county levels
- Formalize the role of the Housing task force
- Adopt the housing needs assessment methodology and monitor the housing need annually
- Provide financial education to potential home buyers

## *Public Opinion about Housing*

The public opinion survey included several questions about housing. When asked about the availability of affordable/quality housing, 54% said it was “poor” to “fair.” See also comments on Steering Committee recommendation in the Appendix.



*North of U.S. Highway 50*

## *Desired Future Condition, Policies and Action Items*

### *Desired Future Condition*

The housing stock consists of an adequate supply of diverse housing types of good quality construction that is compatible with community character, with a wide price and rental range sufficient to house all income levels and age groups.

## *Policies and Action Items*

**Policy 1--**The private sector should determine the mix of housing styles and price ranges based on market conditions, without intervention by City government.

**Policy 2--** Encourage mixed use developments (housing and commercial), including conversion of 2nd floors of downtown buildings to apartments/condominiums. An action item to implement this policy is:

1. Modify the Land Use Code to allow mixed use developments in appropriate locations (see policies and action items for Chapter 3).

**Policy 3--** Encourage more multi- family housing at central locations through zoning and other incentives.

## *Delta Comprehensive Plan 1997*

Housing	Status (C=completed, I=incomplete, P=in progress)
<b>Section One: Housing Construction</b>	
<b>Goals</b>	
Promote cost containment and cost reduction in housing construction	P
<b>Guidelines</b>	
Encourage new residential construction within and adjacent to areas where adequate facilities and services already exist	P
Encourage attractive and affordable multi family residences	P
Encourage cluster development of single family homes to decrease utility and site development costs	P
Encourage developers and builders to offer housing options wherein consumers can complete various aspects of construction themselves	I
Encourage methods of construction and site design which conserve energy and other resources	P
<b>Actions</b>	
Review existing regulations for housing development and redevelopment in such a way as to minimize unnecessary procedures and delays	P
<b>Section Two: Neighborhoods</b>	

<b>Housing</b>	<b>Status</b> (C=completed, I=incomplete, P=in progress)
<b>Goals</b>	
Promote the continued availability of housing to all persons in the community, regardless of income, which is safe, accessible to shopping, schools, employment, and social services, and reflective of a broad range of needs and type of house.	P
<b>Guidelines</b>	
Encourage the diversity of housing types which allows for a mixture of income levels in all neighborhoods	P
Encourage private initiatives to develop low-income housing throughout the City	P
<b>Actions</b>	
Investigate alternative housing options for the diverse populations of the City (housing trusts, independent and assisted living facilities, migrant worker dormitories, housing sharing, single residential occupant)	P
Rehabilitate or replace housing which is unsafe through the Delta Housing Authority	P
Participate in other assistance programs which aid in the promotion of redevelopment and rehabilitation efforts	P
Support programs for public assisted housing throughout the community to ensure residential density	P
Continue to disperse publicly assisted housing throughout the community to ensure residential diversity	P
Enforce anti discrimination regulations in housing through out the City	CP
Promote collaboration to fill demand for migrant housing	P
Extend utilities to those areas where housing development is needed and encouraged	P

Modify the City's zoning ordinance to allow for additional mid-sized multi-family developments	C
<b>Goals</b>	
Encourage and promote the location and development of residential units in areas of the City which can conveniently and economically provide the public and private facilities and services which will be needed by residents.	P
<b>Guidelines</b>	
Assess and compare the impacts of proposed residential development on land use compatibility, demands of services, effects on continuous neighborhoods, and the need for additional residential development prior to approval	P
Require the provision of adequate service including parking as well as access to transportation and recreation facilities to all residential areas	P
<b>Actions</b>	
Identify those areas of the City which are suitable for redevelopment of high intensity residential uses and those which are not, noting availability of transportation systems and recreational facilities and services as well as compatibility of land uses in adjacent areas	P
<b>Goals</b>	
Promote the preservation and maintenance of older housing stock and buildings which make important contributions to the character and historic development of the City	P
<b>Guidelines</b>	
Develop provisions in the building codes which protect the health, safety and welfare of the public which realistically addressing the unique problems of rehabilitation of older buildings.	IP

Advocate the creation of a loan pool to assist with the purchase of rehabilitation of housing in older neighborhoods to maintain an adequate housing pool	I
Encourage adoption of a City-wide housing regulation which would require minimum standards of maintenance and promote the health and safety of residents	P
<b><i>Actions</i></b>	
Encourage the conversion of older buildings to new uses when such is compatible with the needs of the community	IP

## Chapter 5

### Economic Development

#### Delta and the Regional Economy

The City of Delta has historically been a regional service center supporting the needs of the nearby communities and agricultural operations. Livestock, field crops, and other agricultural uses continue to support the local and regional economy.

With the construction of several hundred new housing units during the past decade and more now being built or recently approved, Delta continues its role as a regional retail and business center.

While local businesses provide services such as groceries, restaurants, convenience stores with gasoline pumps, a newspaper, dental, pharmaceutical and banking services, and many residents travel to Montrose or Grand Junction for other, usually more expensive items and services, such as restaurants, and entertainment. See Chapter 3 for a detailed analysis of commercial and industrial land use in Delta and the plan area.

The economic information presented below comes primarily from data regarding Delta County which is the market area.

**Colorado Dept. of Labor statistics reflects the following:**

*The 2006 population of Delta County was estimated at 30,676. This represents an 18.0 % increase from 1996. Table 5-1 shows the Delta County Average Labor Force 2001-2007. Employment by economic sector has shifted since the mid 1980s, with significant growth in construction, manufacturing and services and a decline in mining and agriculture. Table 5-2 shows employment by economic sector for Delta County in 2006.*

**Table 5-1**

Delta County Labor Force Averages 2001-2007							
	2001	2002	2003	2004	2005	2006	2007
Labor Force	10,713	12,105	12,683	18,182	14,255	15,886	15,829
Number Employed	10,273	11,510	12,226	17,439	13,597	15,243	15,252
Unemployed	440	595	457	743	658	643	577
Unemployment Rate	4.10%	4.90%	3.60%	4.10%	4.60%	4.00%	3.60%

**Table 5-2**

<b>Average Employment and Wages by Sector (Annual 2006 (latest data))</b>				
<b>Sector</b>	<b>Average Quarterly Employment</b>		<b>Average Annual Wages</b>	
	<b>Colorado</b>	<b>Delta County</b>	<b>Colorado</b>	<b>Delta County</b>
<b>Agriculture Forest Fish Hunt</b>	<b>12,706</b>	<b>352</b>	<b>\$24,336</b>	<b>\$18,408</b>
<b>Mining</b>	<b>18,994</b>	<b>D</b>	<b>\$93,028</b>	<b>D</b>
<b>Utilities</b>	<b>7,982</b>	<b>73</b>	<b>\$82,108</b>	<b>\$47,424</b>
<b>Construction</b>	<b>159,322</b>	<b>441</b>	<b>\$42,068</b>	<b>\$23,868</b>
<b>Manufacturing</b>	<b>148,905</b>	<b>528</b>	<b>\$56,524</b>	<b>\$27,976</b>
<b>Wholesale Trade</b>	<b>94,384</b>	<b>226</b>	<b>\$62,920</b>	<b>\$30,732</b>
<b>Retail Trade</b>	<b>243,554</b>	<b>1,235</b>	<b>\$25,584</b>	<b>\$19,760</b>
<b>Transportation &amp; Warehousing</b>	<b>61,438</b>	<b>69</b>	<b>\$41,132</b>	<b>\$34,632</b>
<b>Information</b>	<b>75,715</b>	<b>115</b>	<b>\$89,960</b>	<b>\$22,776</b>
<b>Finance &amp; Insurance</b>	<b>108,611</b>	<b>268</b>	<b>\$74,568</b>	<b>\$31,824</b>
<b>Real Estate Rental &amp; Leasing</b>	<b>47,275</b>	<b>99</b>	<b>\$41,860</b>	<b>\$23,556</b>
<b>Professional &amp; Technical Services.</b>	<b>160,642</b>	<b>200</b>	<b>\$68,900</b>	<b>\$22,568</b>
<b>Management of Companies</b>	<b>26,273</b>	<b>7</b>	<b>\$129,012</b>	<b>\$58,604</b>
<b>Administrative &amp; Waste Services</b>	<b>131,333</b>	<b>275</b>	<b>\$31,720</b>	<b>\$25,896</b>
<b>Educational Services</b>	<b>25,537</b>	<b>D</b>	<b>\$31,876</b>	<b>D</b>
<b>Healthcare &amp; Social Assistance</b>	<b>199,616</b>	<b>762</b>	<b>\$38,740</b>	<b>\$21,684</b>
<b>Arts, Entertain &amp; Recreation</b>	<b>45,243</b>	<b>39</b>	<b>\$30,004</b>	<b>\$85,904</b>
<b>Accommodation &amp; Food Services.</b>	<b>214,963</b>	<b>726</b>	<b>\$15,808</b>	<b>\$9,360</b>
<b>Other Services</b>	<b>64,705</b>	<b>177</b>	<b>\$29,536</b>	<b>\$21,112</b>
<b>Non-classifiable</b>	<b>287</b>	<b>0</b>	<b>\$39,104</b>	<b>\$0</b>
<b>Government</b>	<b>348,781</b>	<b>2,305</b>	<b>\$42,068</b>	<b>\$20,888</b>
<b>Total All Industries</b>	<b>2,196,268</b>	<b>8,153</b>	<b>\$44,616</b>	<b>\$26,156</b>
Note: 'D' indicates suppressed data due to disclosure of confidential information. All industries are included in the total.				

## *Delta's Revenue Base*

### *City of Delta Information*

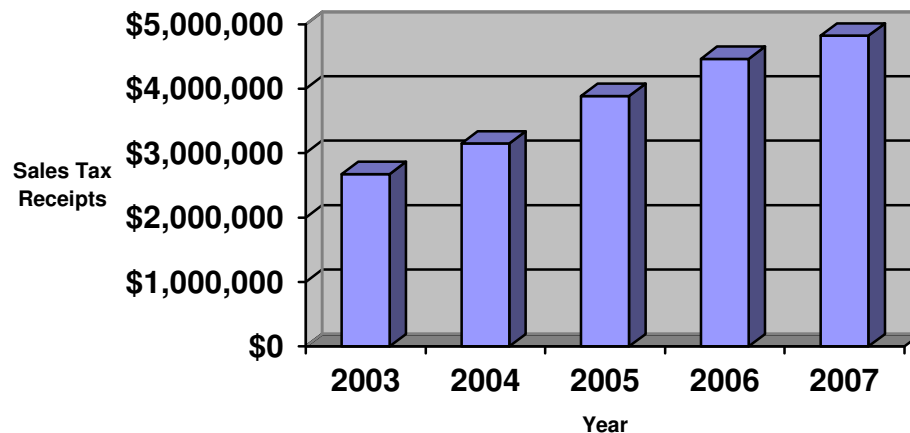
The City of Delta is a home rule city that collects and administers its own sales and use tax which is currently 3%. City voters recently overwhelmingly approved extending the  $\frac{3}{4}\%$  sales and use tax to 12/31/2020 for operating and maintenance of the Bill Heddles Recreation Center.

The total City of Delta revenue budget for 2008 is \$22,986,154 (*from City of Delta Budget—page 2*). Figure 5-1 illustrates sales tax revenue for 2003 through 2007.

The City "debruced" sales tax revenue, non federal grants, and daily admissions for parks and recreation.

**Figure 5-1**  
**City of Delta Sales Tax Receipts 2003-2007**

2003	2004	2005	2006	2007
\$2,673,988	\$3,148,089	\$3,887,132	\$4,462,259	\$4,820,170





### ***Delta County Information***

The County sales tax rate is 2.0%. There is also a county lodging tax of 1.9%.

Actual revenue for 2007 was \$4,408,045. The projection for 2008 collections provides for a 2.5% increase over 2007 sales tax revenues in anticipation of sales tax revenues “leveling off” in 2008 given projected national and regional economic trends.

In 1995, the voters of Delta County approved a ballot initiative that excludes sales tax revenues and non-federal grant revenues from the revenue limitations of Amendment One (Tabor).

Property tax revenues for 2008 in the amount of \$ 5,465,732 are estimated on a mill levy of 18.162 (18.057 mills plus .105 mills for value of abatements/refunds). In November 2004, the voters of Delta County approved a ballot initiative that allows the County of Delta, without any increase in the property tax mil levy of 18.057, to collect, retain, and spend or reserve all revenues from its property tax, effective January 1, 2005 and expiring December 31, 2009.

In accordance with the ballot question, the property tax revenues in excess of the more restrictive of either the statutory (5.5% limit) or constitutional (Tabor) property tax revenue limitation imposed upon Delta County are to be appropriated to the Capital Projects Fund/Special Road Projects to expedite major road improvement projects listed on the Delta County 2005-2009 Major Road Improvement Plan. The mil levy of 18.162 represents the 13.098 more restrictive mil levy, 4.959 mills for the major road improvement projects in the Capital Projects Fund, and 0.105 mills for the value of tax abatements/refunds. Highway Users Tax Fund (HUTF) revenues to the Road and Bridge Funds are estimated from current collections and projections of revenues to be derived from the first tier funding formula for 2008 as provided by Colorado Counties, Inc. based on information received from the Colorado Department of Transportation.

The County continues to benefit significantly from federal Mineral Leasing Funds that are paid on coal production on federal lands in Delta County and severance taxes paid by the coal mines in the North Fork Valley. The County is receiving property taxes from the production of gas development activities within the County.

***(Source: Delta County web page.)***

**Major Employers in Delta County (from: Delta Area Development)**

<b>Business</b>	<b>Industry</b>	<b>Number of Employees</b>
Business Name Address City, State Zip Phone	<b>Industry</b>	<b># of Employees/Comment</b>
Adult Home Care Services 550 Palmer Ste 102 Delta, CO 81416 970-874-0136	<b>Healthcare</b>	<b>50</b>
Bowie Resources, Ltd. PO Box 1488 Paonia, CO 81428 970-527-4135	<b>Coal Mining</b>	<b>255</b>
City Market, Inc. 122 Gunnison River Dr Delta, CO 81416 970-874-9718	<b>Grocer</b>	<b>68</b> <b>2 locations in Delta County</b>
City of Delta 360 Main St Delta, CO 81416 970-874-7566	<b>Government</b>	<b>185</b>
Del Mesa Farms 11359 2100 Rd Austin, CO 81410 970-835-3412	<b>Poultry Producer</b>	<b>80</b>
Delta Correctional Facility 1140 E.10 Rd Delta, CO 81416 970-874-7614	<b>Correctional Facility</b>	<b>134</b>
Delta County 501 Palmer St Delta, CO 81416 970-874-7566	<b>Government</b>	<b>227</b>
Delta County Memorial Hospital 1501 E. 3rd St. Delta, CO 81416 970-874-7681	<b>Hospital &amp; Trauma Center</b>	<b>490</b>
Delta County School District 50J7655 2075 Rd Delta, CO 81416 970-874-4438 7655 2075 Rd Delta, CO 81416 970-874-4438	<b>School System</b>	<b>900</b>
Delta-Montrose Electric Assn. 21191 H75 Rd Delta, CO 81416 970-874-8081	<b>Utility</b>	<b>113</b>

Meadow Gold Dairy Products 124 W 4th St Delta, CO 81416 970-874-4471	<b>Dairy Product Distribution</b>	<b>60</b>
Red Hat Produce, Inc. PO Box 37 Austin, CO 81410 970-835-3704	<b>Produce Distributor</b>	<b>65</b>
Safeway 1550 Hwy 92 Delta, CO 81416 970-874-9032	<b>Grocer</b>	<b>54</b>
SOS Staffing Services 326 Main St. Delta, CO 81416 970-874-9334	<b>Temporary Labor</b>	<b>335</b> <b>Provides temporary and permanent labor Within Delta County</b>
USC, Inc. 320 N Palmer Unit D Delta, CO 81416 970-874-3549	<b>Mining Labor</b>	<b>250</b>
U.S. Forest Service 2250 Hwy 50 Delta, CO 81416 970-874-6600	<b>Government</b>	<b>107</b>
Wal-Mart 37 Stafford Lane Delta, CO 81416 970-874-1585	<b>Retail</b>	<b>260</b>
Weather Port 1860 1600 Rd Delta, CO 81416 970-874-6373	<b>Portable Structure Manufacturer</b>	<b>190</b>
West Elk Mines 5174 Hwy 133 Somerset, CO 81434 970-929-5015	<b>Coal Mining</b>	<b>344</b> <b>Located on the Western edge of Gunnison County. Majority of employees live in Delta County.</b>



## Tax Incentives to Attract New Businesses

The City of Delta participates in the County Enterprise Zone, through which a variety of tax incentives are offered.

### Types of Tax Incentives

Two working definitions of incentives excerpted from the professional literature are:

1. Incentives are programs with budgeted and allocated public dollars that are directly or indirectly invested in activities of businesses.
2. Incentives are economic development programs that assist businesses without providing direct financial assistance. Examples could include provision of public infrastructure or tax policies.

More specific examples of indirect incentives include tax incentives and grants or loans from state and federal agencies (such as the Colorado Office of Economic Development and International Trade or the U.S. Economic Development Agency) to local governments to support business investment and development. For instance, the City of Fruita and Mesa County were awarded a \$15,000 EDA grant in 2000 to prepare an economic development plan for the obsolete shale oil refinery west of Fruita. On the basis of the plan's recommendations, EDA then awarded a grant for \$50,000 to prepare a detailed engineering design of water and sewer extensions to the refinery area, which led to a \$500,000 grant to actually install the infrastructure.

Perhaps the most commonly used incentives are tax incentives. All of Delta County is an Enterprise Zone, which qualifies certain eligible businesses for tax credits and other incentives, which are explained in detail at <http://www.advancecolorado.com/enterprise-zone/EZ-Tax-Credits.cfm> Examples include:

1. **Investment tax credits:** Businesses making investments in equipment used exclusively in an enterprise zone may claim a credit against their Colorado income taxes equal to 3 % of the amount of the investment.
2. **\$500 job tax credit:** Businesses hiring new employees in connection with a "new business facility" located in an enterprise zone may claim a tax credit against state income taxes of \$500 for each such employee. An expansion of an existing facility may be considered a "new business facility" if the expansion adds at least 10 employees or a 10 percent increase over the previous annual average, if it is at least \$1 million in investment, or, if less, at least doubles the original investment in the facility.
3. **Double job tax credit for agricultural processing:** An additional credit of \$500 per new business facility employee may be claimed by businesses which add value to agricultural commodities through manufacturing or processing.
4. **Credit to rehabilitate vacant buildings:** Owners or tenants of commercial buildings in an enterprise zone which are at least 20 years old and which have been vacant for at least 2 years may claim a credit of 25 percent of the cost of rehabilitating each building. The credit is limited to \$50,000.
5. **Local government tax incentives:** Any city, county, or special district within an enterprise zone is authorized to negotiate with individual taxpayers who have qualifying new business facilities (a) an [incentive payment or property tax credit](#) equal to not more than the amount of the increase in property tax liability over pre-enterprise zone levels; and (b) a refund of local sales taxes on purchases of equipment, machinery, machine tools, or supplies used in the taxpayer's business in the enterprise zone.

## Public Opinion about Tax Incentives and the Economy

The only community survey question dealing with economic development asked about the quality of shopping in the City of Delta. Of the respondents, 61% believed it was poor to fair.

## *Desired Future Condition, Policies and Action Items*

### *Desired Future Condition*

Retail, manufacturing, agriculture, tourism and recreation are major components of a strong and sustainable year-round economy that is maintained through cooperation between local

businesses, the City of Delta, Delta County and state and federal agencies. Anchored by a healthy, vibrant downtown, the local economy enhances City tax revenues, serves basic needs of residents and provides goods and services that attract tourists while maintaining Delta's historic Main Street atmosphere.

### *Policy and Action Items*

*Policy 1* --Work with the Chamber of Commerce and other economic development groups to attract new businesses and to improve promotion of Delta, including downtown festivals. Action items to implement this policy include:

- a. Create additional events/festivals to be held at Delta Parks to attract more tourists to downtown.
- b. Prepare a detailed downtown development plan.
- c. Encourage new retail businesses.
- d. Encourage new tourism/lodging businesses.
- e. Encourage existing businesses to expand.
- f. Encourage new agri-business.
- g. Encourage agri-tourism (tours of orchards, farms).
- h. Encourage new buildings and major renovations of existing buildings (particularly industrial/distribution facilities) along the railroad tracks to function as "liner buildings" to mitigate the visual and audio impacts of trains.

*Policy 2* -- The City of Delta could choose to (1) give extra special tax treatment to new production manufacturing businesses, rather than to new retail businesses; or (2) it could favor existing businesses that expand; or (3) provide special treatment to all three.

## *Delta Comprehensive Plan 1997*

<b>Economic Development</b>	<b>Status</b> C=completed, I=incomplete, P=in progress
<b>Goals</b>	
Work with various community organizations and individuals to establish a proactive economic development program	P
Balance the need to draw businesses to our community with the need to have those businesses that best work within the community fabric and infrastructure	P
Provide the proposed tools for the economic development lead person to give good, professional answers in a clear and concise manner	P
<b>Objectives</b>	
City maintains representation at whatever final form the program becomes, and equal to existing levels found at local civic, organizations, such as the Delta Area Chamber of Commerce	P
Be constantly aware of the need to enhance and encourage expansion of existing businesses and industry as one means of economic development	P
Provide economic incentives for enhancement and/or beautification of commercial buildings	P
Encourage and become an active participant in the orderly growth that occurs within the City limits while maintaining a more passive role in developments occurring outside and recognizing the benefits to the residents of the City	P
Look for synergy between existing businesses. Look for someone coming in that could use a by product or create a waste product that would be useful to one of our existing businesses	I
<b>Actions</b>	
Continue relationship with local school districts, including the area Vo-Tech to develop job training and awareness programs	P

Economic Development	<b>Status</b> C=completed, I=incomplete, P=in progress
Develop an educational program to work with the commercial vendor and/or property owners to articulate the City's need for and process of collecting sales and use taxes	P
Analyze City's role in private sector development projects, both commercial and housing	P
Coordinate with or act as a part of a larger plan for the County. Aid and assist the County in growing to be what it wants to be. Coordinate with Grand Junction, Montrose, and all of the cities in our area	P
Evaluate the performance of our efforts. Quantify the benefits. Look at what we put into an effort and what was derived from it, then use this library of information to make decisions on future opportunities	P



## Chapter 6

### *Transportation*

#### *Roads and Streets*

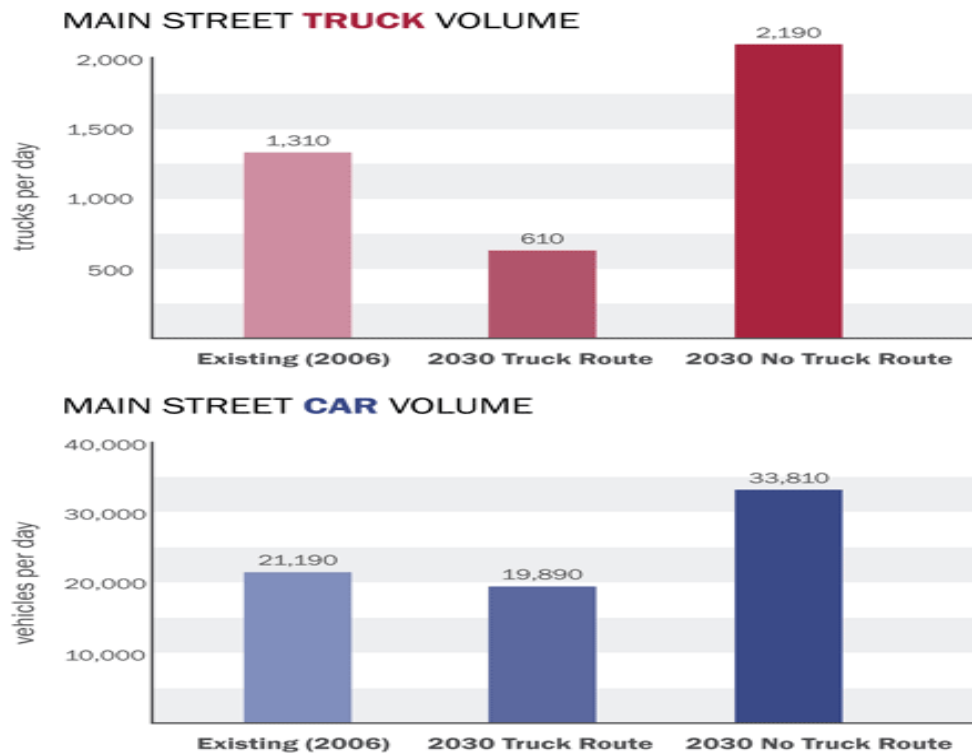
In February 2000, DMJM, a transportation planning firm, completed an update to the City of Delta's major street plan and associated transportation studies and reports. Among this report's recommendations are a major street plan, a downtown multimodal circulation and parking plan, discussion of a truck bypass, and improved access to Garnet Mesa. Highlights of the report that may be relevant to 2008 include:

- ◆ A major street plan has been developed which includes an existing and future street classification plan (see page 6-13).
- ◆ A downtown parking and circulation plan analyzing the number of public and private parking spaces available in the downtown area and recommending strategies for reducing vehicular traffic, including:
  - Encourage more pedestrian activity by developing gathering places downtown and installing more benches.
  - Encourage more bicycling by installing bike racks at various city lots and private businesses.
  - Develop minibuses routes that serve downtown, particularly to assist the elderly, handicapped and others who are unable to drive.
  - Develop partnerships with employers to encourage more bicycling (install bike racks and lockers for employees), use of variable work hours and carpooling.
- ◆ The report discusses the general location of the proposed truck bypass. Subsequent analysis by the City has determined that the most feasible location is the route displayed on Figure 6-1. The final bypass design is scheduled for completion by 2009; right-of-way should be acquired by 2011; and the bypass construction should be completed by 2013-2015.
- ◆ Improved access to Garnet Mesa is analyzed and recommendations for road improvements are indicated on the major street plan map, which, along with the entire report, is on file at the City of Delta Community Development Department.
- ◆ Figure 6-2 indicates the estimated traffic volumes in downtown Delta before and after the construction of the bypass.
- ◆ Pages 6-11 and 6-12 indicate future traffic volumes for Highway U.S. 50 and State Highway 92 to the year 2030. In both cases the future traffic volumes appear to be adequate to handle the additional projected volumes.



Figure 6-1

## PROPOSED TRUCK ROUTE



**Figure 6-2 Projected Traffic Volumes**

## ***Multi-Modal Transportation***

As part of the Montrose-Delta Transportation Region, Delta is served by many modes of transportation, including air travel via the Blake Field Airport, the Union Pacific, and Burlington Northern Railroads which provide freight service, and Greyhound Bus Line operating from Grand Junction. Located along U.S. Highway 50 and State Highway 92, Delta is linked to Grand Junction and well-connected to other parts of Colorado and the United States via these vehicular arteries. The four laned U.S. 50 and State Highway 92 provide easy access to the north, south and east. There is no public transit in Delta feasible today; future air quality concerns and the price of petroleum may necessitate changes in the way people move about.

*(Source: Montrose-Delta Transportation Region web site)*

## ***Pedestrian and Bicycle Circulation***

Although most of the pedestrian and bicycle trails within and near Delta are oriented toward recreational use, there are opportunities to connect Delta with Grand Junction, Montrose and the Gunnison River Valley. Trails are discussed in more detail below and in Chapter 8.

## ***Proposed Transit Improvements***

*(Source: Delta County Transit and Human Services Transportation Coordination Plan)*

A six-year detailed financial plan outlining operations and capital expenditures for public transit for the Delta County Council on Aging, Inc. (DCCOA) was developed. This financial plan will be used by CDOT to review and award funding for all transit programs administered by CDOT. Securing funding for any transit service is an ongoing challenge. The critical factor in providing needed transit services is to develop funding that allows a transit provider to operate reliably and efficiently within a set of clear goals and objectives, and accomplish long- and short-range plans. Dependable resources to fund transit service are important in developing reliable service that will encourage ridership.

## ***Local Agency Plans***

As part of the coordination process, the DCCOA completed an inventory of the current services being provided. Stakeholders from Delta, Cedaredge, and Delta County program managers met to discuss gaps and duplication of services, strategies to eliminate these gaps, and identified priorities to implement service improvements and coordination options. A Short-Range Transit Plan, with a budget including both expenses and revenues, has been developed for the six-year period 2008 to 2013. Long term service needs are included in the budget for 2014 and beyond.

No additional services are proposed by the DCCOA; however, there is continuing interest to encourage other local transportation projects. The addition of a Transportation Director would not only assist with the management of the current services, but could support coordination efforts. A Coordination Council has been proposed that would work with other areas such as the Grand Junction Metropolitan Planning Office and the Montrose area to ensure regional connectivity. A goal of the DCCOA is to encourage the merger of all services into one system that could provide intercity bus service as well as in-town services to the region as a whole.

Budget estimates have escalated at a rate of 7% annually to recognize volatile fuel price increases and uncertain liability insurance costs as well as general cost increases. This financial plan will be used by CDOT to review and award funding for all transit programs administered by CDOT.

## ***Gunnison Valley 20-Year Regional Transportation Plan***

Region 10, (which includes the City of Delta and County of Delta) working as the Gunnison Valley Transportation Planning Region, is responsible for the development of the 20-year Regional Transportation Plan. This plan is developed and updated through an extensive public participation process. The plan is a multi-modal transportation plan addressing the transportation elements of roadways, bike & pedestrian facilities, transit services, aviation, and rail services. This plan is used by the Colorado Department of

Transportation in the development of the Statewide Transportation Plan. Projects currently contained in this Plan are described below as Action Items under policy #2.

### *Enhancement Projects*

Transportation enhancement projects are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the intermodal transportation system. The enhancement program provides for the implementation of a variety of non-traditional projects. Examples are: the restoration of historic transportation facilities, bike and pedestrian facilities, landscaping and scenic beautification, and mitigation of water pollution from highway runoff. In order for a project to be eligible to receive funding as an enhancement project it must adhere to one of the following project types:

1. Provision of facilities for pedestrians and bicycles
2. Provision of safety and educational activities for pedestrians and bicyclists
3. Acquisition of scenic easements and scenic or historic sites
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
5. Landscaping and other scenic beautification
6. Historic preservation
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
9. Control and removal of outdoor advertising
10. Archaeological planning and research
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
12. Establishment of transportation museums

*From: Gunnison Valley Regional Transportation Plan Page 216*



## *Public Opinion about Transportation*

The public opinion survey included several questions about transportation. When asked about the ease of travel within the City of Delta, 86% said it was “good” to “excellent.” Sixty percent believed control of traffic flow with traffic lights, signs, and street design was “good” to “excellent.” Eighty-five percent supported completion of an alternate truck route to reroute truck traffic off Main Street. See also comments on Steering Committee recommendation in the Appendix.

## *Desired Future Condition, Policies and Action Items*

### *Desired Future Condition*

The transportation system promotes safe vehicle and multi-modal transportation options for residents and visitors, including pedestrian and bicycle circulation through an interlinking network of sidewalks and trails and provides for the efficient distribution of goods and services. Parking in the downtown area is adequate for residents, businesses and visitors, and a public transit system provides an appropriate level of service within Delta, and between Delta, the Gunnison River Valley, Montrose and Grand Junction.

### *Policies and Action Items*

*Policy 1*--Improve the City’s road system to handle additional traffic as well as to improve internal circulation and pedestrian, bicycle transportation. Action items to implement this policy are:

- Complete the U.S. 50 truck by-pass project.
- Implement the City’s master road plan. Implement the plan over time using funding from the City’s capital budget and grants as well as road construction in conjunction with new development.
- Connect Pioneer Road north to Stafford Lane.
- Acquire/develop additional city-owned parking lots near downtown.
- Install better signs with a map of major roads advertising Delta.
- Redesign Main Street once the bypass is constructed to create a more pedestrian friendly street with angle parking, enlarged planters, trees and flowers, and public art.
- Coordinate with Delta County to connect the improved G50 road with the truck bypass.
- Coordinate with CDOT and the railroad to develop a rail commuter/tourist train from Delta to Grand Junction.



***Policy 2***--Implement the Gunnison Valley Regional Transportation Plan over the next 20 Years

- City of Delta Circulator within the City of Delta--This project was a recommendation made in the Transit Development Plan. The estimated cost to begin this transit service in the City of Delta is \$112,000. The project is in the jurisdiction of CDOT Region 3.
- Railroad crossings/emergency access and commercial traffic flow and study on US 50 within Delta County--This study will analyze the hazardous materials bypass around the commercial areas in Delta. The estimated cost of the study is \$150,000. The project is in the jurisdiction of CDOT Region 3.
- Intersection between US 50 and SH 92--The improvements to this intersection within the City of Delta include replacing the surface material and upgrading the controls. The estimated cost for the intersection improvements is \$1,500,000. The project is in the jurisdiction of CDOT Region 3.

***Policy 3***--The City and County will develop a joint transportation plan for the 3 mile planning area.

- This plan will be updated when changes to the 3-mile plan are made. The City and County will jointly support the planning and construction of a "G50 Bypass that would start at G 50 Road and Highway 50 west of Delta and end in an area near the Delta Vo-Tec Center south of Delta.
- A bypass from Hwy. 50 on the north side of Delta to Hwy 92 east of Delta should be planned and the City and County should support a plan to improve County Road 1900 to carry some traffic on the east side of the City from Hwy. 92 to Hwy. 50 near Olathe.
- The City and County will jointly sponsor these projects as part of the Regional Transportation Planning that is coordinated through Region 10.

## *Delta Comprehensive Plan 1997*

<b>Transportation</b>	<b>Status</b> (C=completed, I=incomplete, P=in progress)
<b>Goals</b>	
Safety on our streets, sidewalks, trails, rail crossings and in our public transportation	<b>IIPC/P</b>
Avoid congestion which hampers the flow of traffic to an amount which is unreasonably inconvenient or unsafe	<b>P</b>
Continue to enhance aesthetics along our transportation routes	<b>IIPP</b>
Make our transportation systems convenient and accessible	<b>P</b>
Maintain or enhance efficiency of existing systems and evaluate cost benefit of proposed systems	<b>IIPP</b>
Attempt to make transportation routes complimentary to adjacent land uses in their location and design	<b>P</b>
Promote an integrated transportation system which will address various modes of travel as well as their impacts on the economy, sense of community, and their environment	<b>P</b>
Ensure City transportation planning is integrated with the Comprehensive Plan's proposed land uses, the existing transportation network and development patterns	<b>P</b>
<b>Section One: Streets and Roads</b>	
<b>Objectives</b>	
Promote alternatives to automobile travel by providing facilities and a framework for a multi-modal transportation system (trails, sidewalks, bike lanes)	<b>CIP</b>
Encourage walking to events, services, and recreation whenever possible	<b>CIP</b>
Plan in long-term budgeting to allow for continued maintenance of existing streets and road services	<b>P</b>
Continue to assess the need of the development of a hazardous materials/truck by pass	<b>C</b>

Control devices, such as traffic lights and four way stop signs, should be studied for effectiveness and higher degree of control	<b>P</b>
Enhance parking opportunities in the downtown area	<b>IIPP</b>
Establish a community information/education program to support the implementation of the transportation plan	<b>CIP</b>
Review the key elements of the transportation plan on a regular basis	<b>P</b>
Encourage Delta County to adopt city street specifications for new rights-of-way within the City's three-mile area of influence	<b>P</b>
Require that new streets follow the existing street pattern as designated in the Major Street Plan and serve the community efficiently and conveniently	<b>CIP</b>
Discourage multiple curb cuts onto arterial and collector roads and , instead require shared driveways, and/or frontage roads	<b>P</b>
<b>Section Two: Bicycles and Pedestrian ways</b>	
<b>Objectives</b>	
Construct safe access points across Main Street for pedestrians and bike riders. Consider making a few crossings as focal points for access east/west across Main Street	<b>CIP</b>
Provide pedestrian access from all parts of the City to the new Recreation Center and Confluence Park	<b>C</b>
Assure that new development creates new, adequate pedestrian ways through as well as into and out of development	<b>CIP</b>
Work with county-wide and state wide efforts to create intermodal routes between cities and recreation areas	<b>I</b>
Provide bike parking facilities at park/path trail heads	<b>P</b>
<b>Section Three: Public Transportation</b>	
<b>Objectives</b>	
Encourage the Taxi Company to expand its service area	<b>I</b>
Continue to consider the need and support for	<b>I</b>

an inner city, public transportation system	
Resources among transit providers should be coordinated	<b>I</b>
<b>Section Four: Rail</b>	
<b><i>Objectives</i></b>	
Work to lessen the impact on other forms of traffic when trains come through town	<b>IIPP</b>
Study the impact of options for, better marked crossings, speed of trains, length of trains, etc.	<b>IPPI</b>
Study the opportunities that adjacent of properties to the railroad tracks might present	<b>P</b>
Evaluate unused railroad ground and consider alternate uses	<b>PCPC</b>
Study the options for using the train as an alternative transportation source for people	<b>I</b>
<b>Section Five: Aviation</b>	
<b><i>Objectives</i></b>	
Look for opportunities to incorporate air travel into the other portions of this plan, such as economic development and job creation so as to make best use of this amenity for the community	<b>(county working on airport plan)I</b>

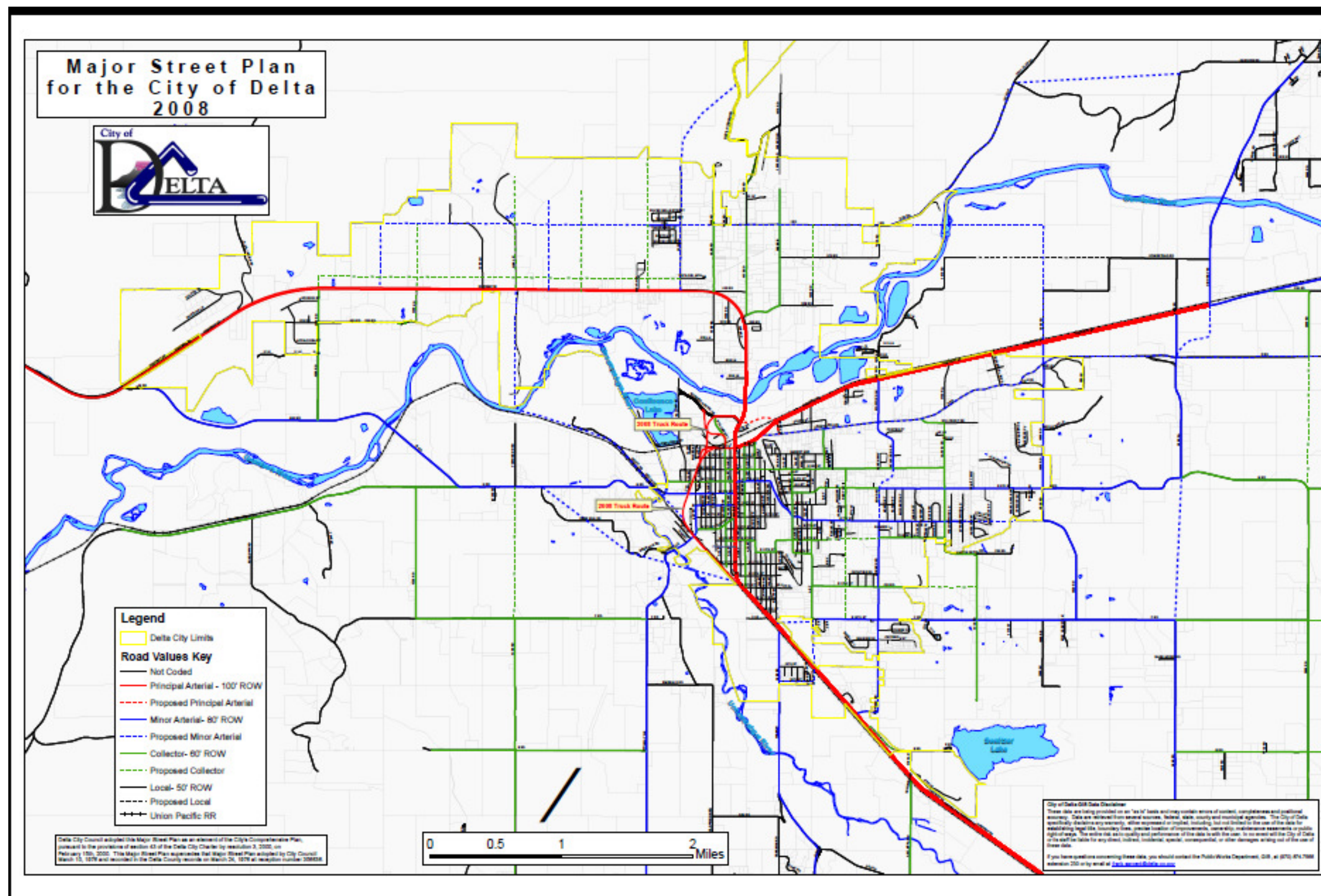
**Table 6-1**  
**Future Traffic Volumes for Highway 092**  
**From RefPoint 6.956 To RefPoint 33.643**  
**(Source Colorado Department of Transportation, 2008)**

Route	Ref Point	End Ref Point	Start Point Description	AADT	AADTYR	AADT Single Trucks	AADT Comb. Trucks	Design Hour Volume (% of AADT)	AADT 2030	AADT Single Trucks 2030	AADT Comb. Trucks 2030
092A	6.956	10.546	ON SH 92 NE/O 2200 RD, AUSTIN	4,700	2007	210	100	10	7,024	314	149
092A	10.546	16.908	ON SH 92 E/O PAYNE SIDING RD, 2500 RD	4,700	2007	130	150	10	7,240	200	231
092A	16.908	20.205	ON SH 92, BRIDGE ST W/O CEDAR DR, HOTCHKISS	6,100	2007	160	70	10	8,976	235	103
092A	20.205	20.644	ON SH 92, BRIDGE ST E/O CEDAR DR, HOTCHKISS	6,700	2007	240	110	10	9,474	339	156
092A	20.644	20.723	ON SH 92, BRIDGE ST W/O SH 133 & 5TH ST, HOTCHKISS	7,900	2007	320	110	10	12,079	489	168
092A	20.723	21.674	ON SH 92, BRIDGE ST E/O SH 133 & 5TH ST, HOTCHKISS	4,000	2007	180	90	10	6,254	281	141
092A	21.674	27.082	ON SH 92 SE/O CR J.75 RD	1,800	2007	70	50	11	2,752	107	76
092A	27.082	30.110	ON SH 92 SE/O F50 RD	2,100	2007	90	40	11	3,114	133	59
092A	30.110	31.525	ON SH 92 E/O CRAWFORD RD, 3900 RD	2,000	2007	30	40	15	3,012	45	60
092A	31.525	33.643	ON SH 92 SE/O CEDAR AVE, CRAWFORD	1,100	2007	20	10	15	1,758	32	16

**Traffic Information for Highway 050**  
**From RefPoint 69.989 To RefPoint 80.289**  
**(Source Colorado Department of Transportation, 2008)**

Route	Ref Point	End Ref Point	Start Point Description	Annual Average Daily Traffic	AADT Year	AADT Derivation	AADT Single Trucks	AADT Comb. Trucks	Percent Trucks	20 Year Factor	Design Hour Vol (% of AADT)	Daily Vehicle Miles Traveled
050A	69.401	69.989	ON SH 50 SE/O CRS 1550 RD & H 50 RD, DELTA	12,400	2007	Actual	320	810	9.10%	1.48	7	7,291
050A	69.989	70.919	ON SH 50 N/O GUNNISON RIVER DR, DELTA, @ GUNNISON RIVER BRIDGE	15,700	2007	Factor	360	940	8.30%	1.34	8	14,695
050A	70.919	71.000	ON SH 50, MAIN ST N/O SH 92 & 1ST ST, DELTA	20,100	2007	Actual	360	920	6.40%	1.52	8	744
050A	71.000	71.428	ON SH 50, MAIN ST S/O SH 92 & 1ST ST, DELTA	17,800	2007	Actual	300	780	6.10%	1.29	8	7,601
050A	71.428	71.876	ON SH 50, MAIN ST S/O SH 348, EATON AVE & 7TH ST, DELTA	18,300	2007	Actual	370	930	7.10%	1.41	8	8,198
050A	71.876	72.194	ON SH 50, MAIN ST S/O 11TH ST, DELTA	15,600	2007	Factor	330	860	7.60%	1.30	8	5,273
050A	72.194	73.360	ON SH 50, MAIN ST SE/O GRAND ST, DELTA	15,800	2007	Factor	330	840	7.40%	1.42	8	17,886
050A	73.360	80.289	ON SH 50, MAIN ST SE/O PIONEER RD, DELTA	13,800	2007	Factor	280	720	7.20%	1.48	8	92,198





# *Chapter 7*

## *Infrastructure*

### *Introduction*

The purpose of this chapter is to determine whether the major infrastructure systems operated by the City – potable water and sanitary sewer – have the capacity to serve future development. The irrigation water system, most of which is provided by private ditch companies, is described in the agriculture chapter. Roads are addressed in the transportation chapter.

### *Potable Water*

The City of Delta has water rights for 3,700 acre feet. Current peak demand is about 1,400 acre feet. As shown on Figure 7-1, the City limits have expanded beyond the City water service area, except for a small area south of the City limits that are within the City water service area. Areas outside the City water service area (including unincorporated parts of the county within the plan area and areas within the City limits) are served by Tri County Water Conservancy District, which provides water to 315 customers within the City. The City has an agreement with Tri County, which expires in 2011, concerning the boundaries of their respective service areas. The City's water tap fee is \$1,400 for a ¾ inch line plus a basic improvement fee of \$2,800.

The City appears to have enough water rights to sustain residential growth through and beyond the 2030 horizon of this Comprehensive Plan, even under the high growth alternative. However, one large industrial customer could tax the system's capacity, according to the Utilities Director.

### *Sanitary Sewer*

The City of Delta currently provides sewer service to most properties within the City limits, although a few customers are outside the City limits (See Figure 7-2). The sewer tap fee is \$5,100. In the western part of the City along the US 50 corridor, sewers extend only as far as 1400 Road. Existing City policy requires developers to pay for any sewer extensions to areas not currently served. The city does not have a pro-rating system whereby developers who pay for sewer extensions can recoup some of the cost when subsequent new development ties into extended sewer lines.

The capacity of the sewage treatment plant (STP) is 2.5 million gallons per day, and the plant currently operates at about 50 percent capacity. Under Colorado state law, planning for additional capacity must begin when an STP reaches 80 percent of capacity. The City is currently upgrading the plant to make it more efficient. Also, the City is doing a study to determine the capacity of the sewage collection system. According to the Utilities Director, it is likely that the study will find areas that need upgrading, which could result in enlarging or rerouting part of the collection system.

Based on state law, the City will have to begin planning for expanded STP capacity when the population increases to approximately 12,250, which would cause the plant to operate at about 80 percent capacity. If the City experiences slow growth (1 percent average annual) over the next 20 years, the current STP capacity will be adequate to handle additional effluent through the planning period of this Comprehensive Plan. If the City experiences moderate growth (3.6 percent average annual), the STP capacity will reach 80 percent before 2025. If the City experiences high growth (5.0 percent average annual), the STP capacity will reach 80 percent before 2020. (See Progress Report #2, Population Projections.)

By participating in a regional sewer study, the City is already planning for additional STP capacity. The recently completed study encompasses much of western Delta County, including the City of Delta, Cedaredge and Orchard City. Approximately 55 % of the county's population lives within the study area. The City is evaluating its options for participating in this long range project.

## *Storm Water*

The City has limited storm water drainage facilities (see Figure 7-4) and some localized flooding occurs due to the lack of drainage. New drainage lines are installed as new development takes place and long range drainage improvements are planned.

In 2013, if the population reaches 10,000, Delta will be required to comply with State and federal wp3 storm water regulations, which require some form of pretreatment before drainage is released into the rivers and washes.

## *Solid Waste*

The City provides waste disposal service, although it is in competition with private disposal services in certain areas of the City. The City service area is approximately the same as with the City boundaries as of 1993; residences are served exclusively by the City within this service area. For parts of the City outside the service area, residents have a choice to contract with the City or a private waste disposal service, but must contract with some entity. The City serves approximately 80 percent of the present City population. Commercial establishments anywhere within the City have a choice of contracting with the City or a private firm. The City now serves about 70 percent of commercial properties.

The City has an automated waste collection system. Waste is hauled to the Adobe Buttes Landfill, located about ten miles outside the City, which is owned by Delta County. According to the Utilities Director, the landfill has a large unused capacity.

## *Electrical Service*

The City of Delta provides electrical service to the majority of City residences and businesses. The city purchases power from the Municipal Energy Agency of Nebraska. The city also has an agreement with the Delta-Montrose Electric Association (DMEA), which



delineates the area served by the City and the area served by DMEA. Figure 7- 3 shows the electrical service area of the City and portions of the City served by DMEA.

The agreement between the City and DMEA is nearly 20 years old and expires in October 2009. As shown on Figure 7-3, much of the area within the current City limits is outside the City electrical service area, although part of the service area extends beyond the current City limits. The discrepancy between the present municipal boundary and the electrical service area is likely due to the recent annexations not anticipated when the current agreement between the city and DMEA was originally negotiated. The City will have an opportunity to include the area within the present City limits in its electrical service area when the new agreement is negotiated in 2009.

The City is currently upgrading the electrical transmission system. An additional substation and two distribution circuits are scheduled for completion by 2009.

## *Desired Future Condition, Policies and Action Items*

### *Desired Future Condition*

Sanitary sewer, water, irrigation, and drainage systems are designed, sized and located in appropriate areas to support existing development and future growth areas as specified in this Comprehensive Plan. The City of Delta owns and operates its water supply system, providing high quality water for residents and businesses.

### *Policies and Action Items*

*Policy 1* – New development shall pay the full cost of extending water and sewer service, including lines/lift stations adequately sized to serve additional development projected to occur in the future.

*Policy 2* – The City of Delta should allow the expansion of its water service area to correspond to new growth areas identified on the future land use map.

*Policy 3* – The City of Delta should allow the expansion of its sewer service area to correspond to new growth areas identified on the future land use map.

*Policy 4* – The following principles should be considered by the City of Delta when evaluating the expansion or relocation of the sewage treatment plant: (1) cost to the City and to customers; (2) the ability to best serve future growth areas as well as the existing service area; and (3) the impact on preserving the rural character. An action item to implement this policy is:

1. Conduct a detailed engineering study to determine the best alternative to expand or relocate the sewage treatment plant.
2. Continue to pursue funding for sewer expansion.

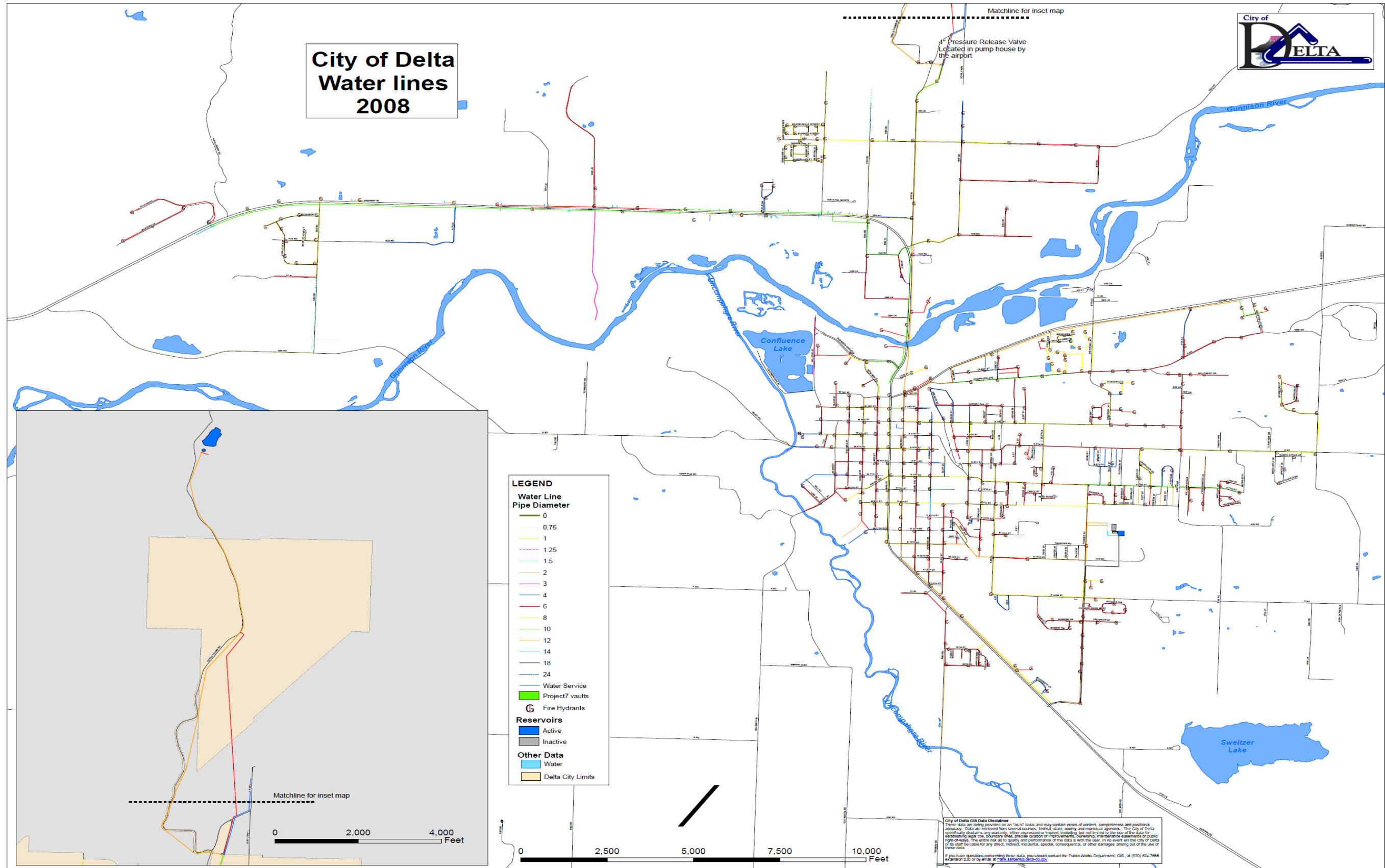
*Policy 5* – Consider additional water storage and conservation, depending upon future supply and demand.

*Policy 6* – In 2013, if the population reaches 10,000, Delta will be required to comply with State and federal wp3 Stormwater Regulations.

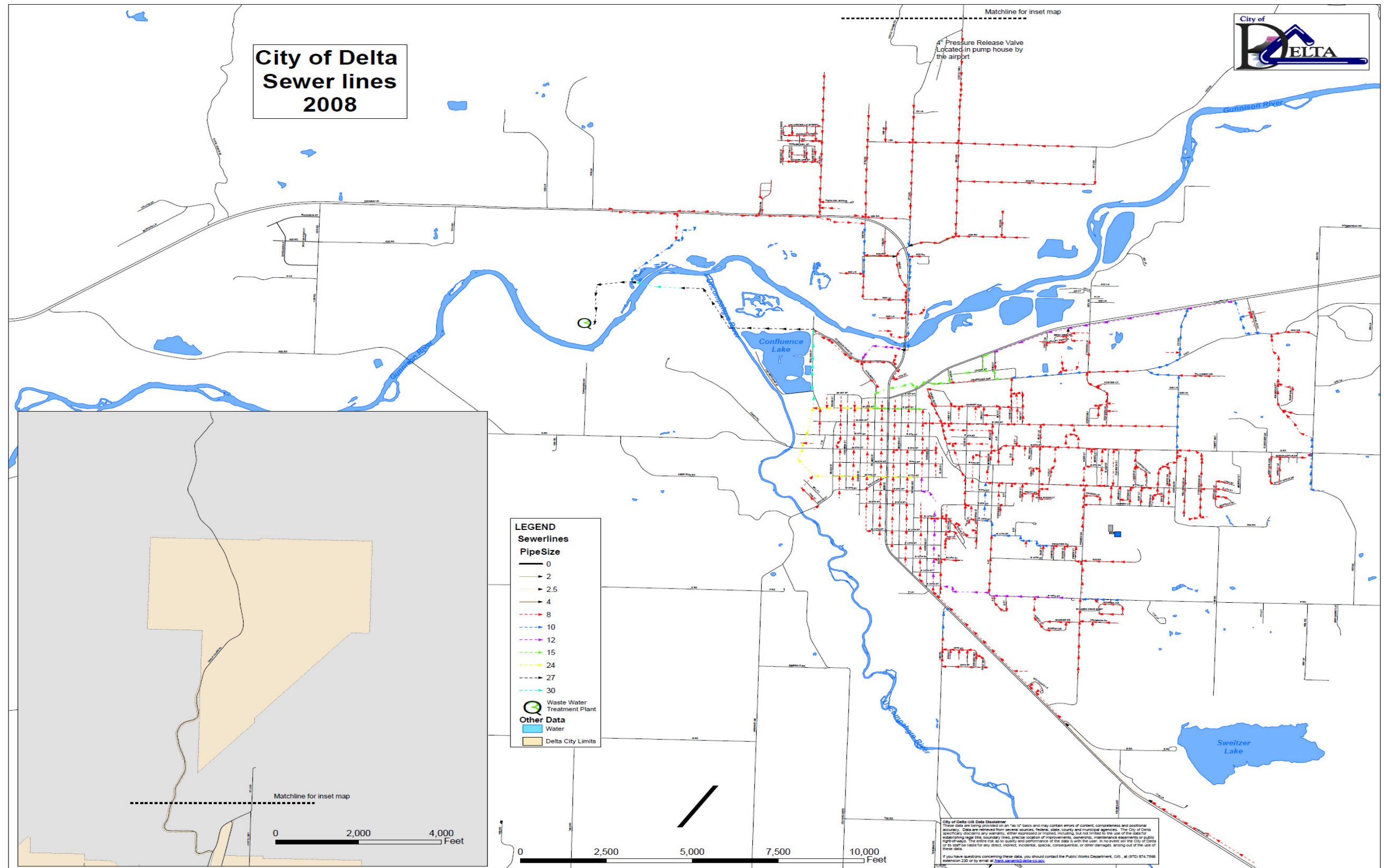
## *Delta Comprehensive Plan 1997*

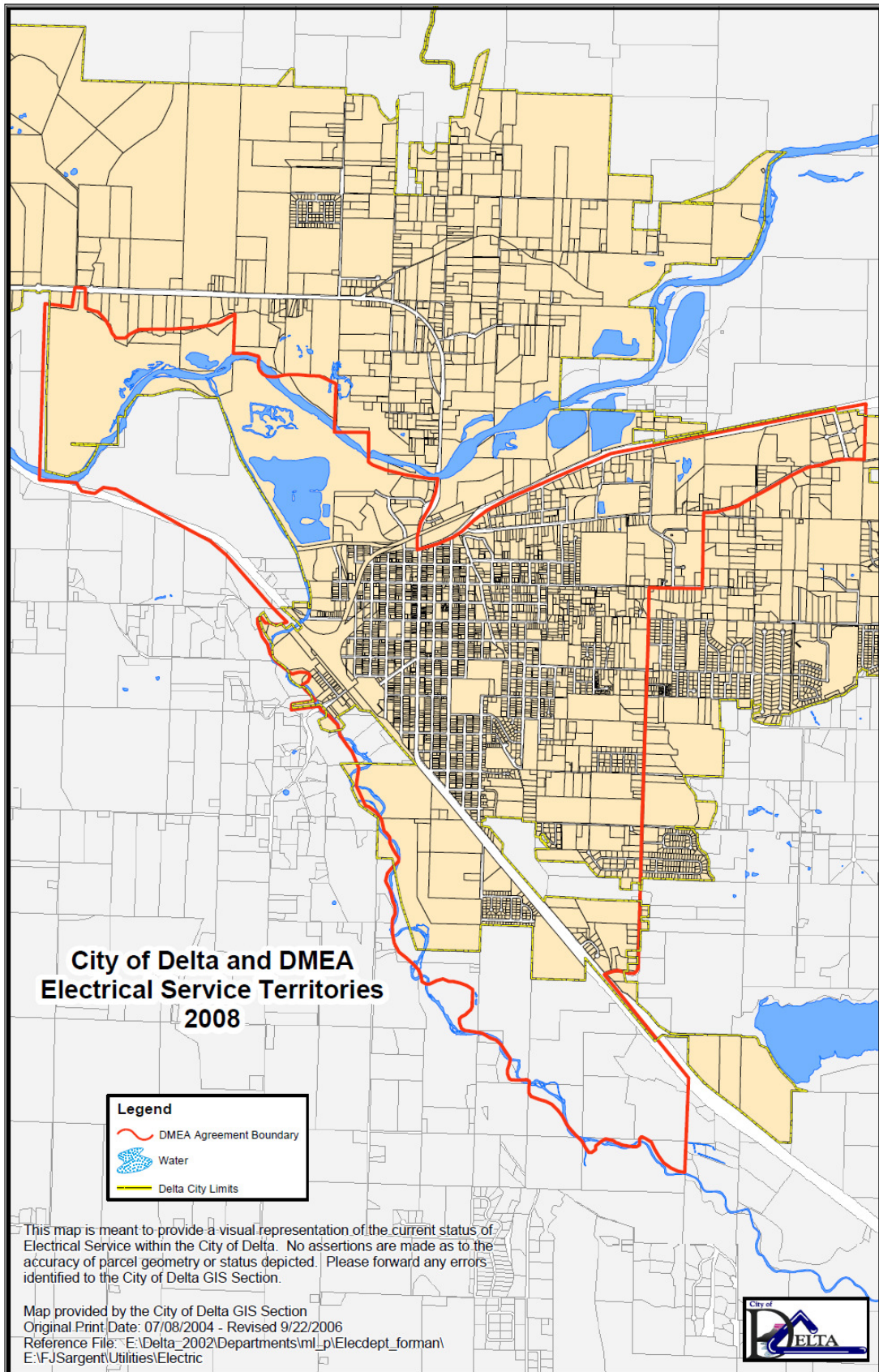
<b>Section Two: Utilities</b>	<b>Status</b> (C=completed, I=incomplete, P=in progress)
<b>Goals</b>	
Continue to provide utilities in adequate amounts, reliability, economically, and in environmentally acceptable manner	<b>P</b>
<b>Guidelines</b>	
Facilitate resource management in all utility resources	<b>CP</b>
Improve efforts for coordination and integration of utilities throughout utility planning	<b>P</b>
Adapt the services and programs of each utility to the needs of the businesses and residents of the City	<b>CP</b>
Utilize progressive management techniques and business practices to plan for, operate, and maintain the City utility system	<b>P</b>
Maintain systems and plants to serve all consumers of City services	<b>P</b>
Promote the reuse of products and by-products of utility resources	<b>P</b>
Coordinate long-range planning between emergency service providers and utilities	<b>P</b>
Coordinate the City's three mile plan policies with those of the County	<b>P</b>
<b>Actions</b>	
Complete a capital improvements program for all utility infrastructure	<b>P</b>
Study incentives for alternative systems of supply and management for conservation purposes	<b>P(ongoing)</b>
Keep current the agreements in place for service of utilities in the Delta service area	<b>P</b>
Enforce the requirement that new developments complete utility plans	<b>P</b>

<b>Section Two: Utilities</b>	<b>Status</b> (C=completed, I=incomplete, P=in progress)
Encourage utilities to attend the Delta County utility coordination meetings	<b>PI</b>
Encourage utilities to respond to requests for plat review during the development process	<b>P</b>
Coordinate and renegotiate, if deemed necessary, service area agreements with annexation policies and actions.	<b>P</b>
<b>Section Seven: Solid Waste</b>	
<b>Goals</b>	
Strive to create a solid waste system which include all components of an environmentally sound and efficient process of source reduction, recycling and reuse in cooperation with Delta County	<b>P</b> (efforts underway re countywide program)
<b>Guidelines</b>	
Advocate recycling to decrease trash volumes and recycle reusable materials	Evaluate cost of pickup/recycle <b>I</b>
<b>Actions</b>	
Coordinate with the County to increase the efficiency of trash hauling	<b>PI</b>
Encourage City-sponsored composting project at the wastewater treatment plant through education	<b>PI</b>
Educate the community on source reduction	<b>I</b>
Encourage purchase of recycled products	<b>I</b>
Develop recycling center	<b>I</b>

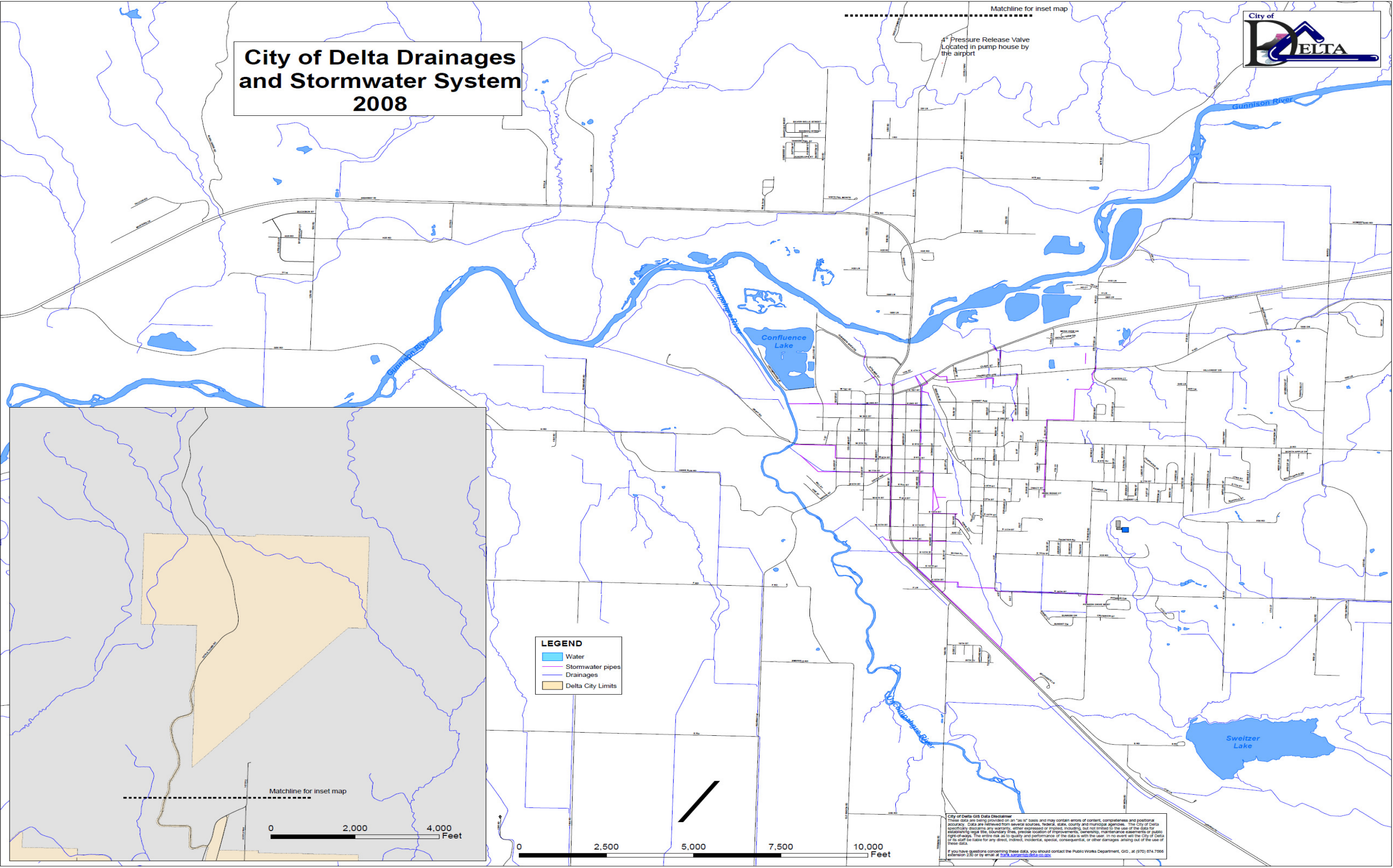












## Chapter 8

# *Parks, Recreation, Trails and Environmental Protection*

Delta's location in a beautiful, verdant valley surrounded by the Grand Mesa, the distant West Elk and San Juan Mountains and the verdant Uncompahgre Plateau, the confluence of the Gunnison and Uncompahgre Rivers and as the gateway to the Grand Mesa and the orchards and vineyards of the Gunnison River Valley all contribute to a high quality of life for residents and visitors. This natural setting is enhanced by recreational opportunities at City parks and other facilities, and less structured activities, such as strolling along a trail or relaxing on a park bench.

The City of Delta has great potential to expand recreational opportunities and other leisure pursuits to serve present and future residents and to attract more tourists, thus increasing the City's economic base. An expanded trail system connecting Delta with nearby public land accessing the Grand Mesa and the Uncompahgre Plateau could make the area a major destination for mountain bikers. The expansive Confluence Park with its existing facilities, new boating opportunities and future riverfront trail linkages could continue to become an important regional facility.

## *National Recreation Park Association Level of Service Standards*

Type	Standard Acres/1,000 population	Low Growth: Additional Parks	Medium Growth: Additional Parks	High Growth: Additional Parks
Pocket Parks	optional			
Neighborhood Parks	1-2 acres/1,000	2	10	18
Community Parks/Schools	5-8 acres/1,000	2	10	18
City Parks	5-10 acres/1000	2	10	18
Linear Parks	no standard			
Open Space	no standard			

### City of Delta: Growth Projections-Additional Population

Growth rate	2006-2030	Difference
Low	7,782-9,822	2,040
Medium	7,782-18,544	10,762
High	7,782-25,937	18,155

## ***Inventory of Existing Parks and Recreation Facilities***

The following list highlights cultural and recreation facilities that enhance the quality of life for both residents and visitors and contribute to the tourism sector of the local economy. The facilities are described by general category.

### ***CITY OF DELTA***

#### ***PARKS AND RECREATION FACILITIES***

The City of Delta owns approximately 885 acres of parks and open space, of which about 143 acres are maintained. The total includes Devil's Thumb Golf Course. Table 8-1 lists parks and open space owned by the city. The City also maintains flower beds and planters at various locations. Other outdoor facilities not maintained by the City but generally available for public use include school playgrounds and ball fields. The City also owns and operates the Bill Heddles Recreation Center. The City maintains a ten mile network of trails, most of which are located in Confluence Park. Most of the trails are gravel/cinder. In addition, the City has designated bike lanes along some of the major streets.



***Confluence Park***

**TABLE 8-1  
PARKS AND OPEN SPACE LAND OWNED BY THE CITY**

<b>Park/Open Space Name</b>	<b>Size (# acres)</b>	<b>General Location</b>	<b>Existing Facilities</b>
Opera House Park	0.01	Main and 3 <sup>rd</sup> St.	Art project, plantings
Mini Park	0.03	W 3 <sup>rd</sup> St. & Main	Benches and plantings
Centennial Park	0.04	Main & 4 <sup>th</sup> St.	Benches, picnic table and plantings
Holly Park	0.1	1 <sup>st</sup> St. & Palmer St.	Picnic table/shelter & historic display
Bob Jay (Westside) Park	1.3	4th & Columbia Streets	Playground, picnic tables and outdoor basketball court
Emerald Hills Park	2.5	19 <sup>th</sup> & Forest Way	Small playground
Welcome Park	3.5	US 50 & Gunnison River Dr.	Information kiosk
Cottonwood Soccer Fields	6.5	H75 Rd.	Part of former golf course
Tamarac Park	7.5	12th & Bluff Streets	A formal as well as natural setting located under the Garnet Mesa Bluff.
Cleland Park	11	8th & Howard Streets	Oldest park in the city with huge shade trees, large group pavilion, restrooms, tennis courts, playground.
Delta Cemetery	24	E. 3 <sup>rd</sup> Street	
Mountain View Park	39.5	F25 Road	Softball & baseball fields, playground, restrooms, volleyball court, picnic shelters.
Cottonwood Open Space	59.5	H75 Rd.	Former golf course



Park/Open Space Name	Size (# acres)	General Location	Existing Facilities
Confluence Park	265	Gunnison River Drive	Recreation Center, Living History Museum, 5 miles of trails, picnic shelters, large group pavilion, 350 seat outdoor amphitheater, Skate Park band rink for rollerblading & inline hockey, 70 acre lake, tennis courts, designated wildfowl area.
Devil's Thumb Golf Course	265		Golf course, club house
<b>Total Acres</b>	<b>685.48</b>		

The city provides a wide range of recreation programs for people of all ages, ranging from toddlers to seniors. The Bill Heddles Recreation Center, which receives funds from the city and county, provides many services and activities for all age groups from toddlers to seniors.



*Bill Heddles Recreation Center*



**TOURIST ATTRACTIONS** – A variety of facilities attract tourists to the Delta area, including the following:

(Source: Delta Area Chamber of Commerce) (<http://www.deltacolorado.org/visitor.htm>)



### **City of Murals**

Delta now has 20 buildings and sites on the local, state and national historic register. On several buildings you can view murals depicting local scenes by local artists. Tour guides can be picked up at the Delta Visitor Center.

### **Delta County Historical Museum**

Located in an old firehouse in downtown Delta, the Delta County Museum features the cultural heritage and natural history of the Western Slope; the butterfly exhibit includes some of the only-known specimens from now extinct species. The Museum has limited hours of operation.

### **Fort Uncompahgre Living History Museum**

Fort Uncompahgre is a living recreation of Antoine Roubidoux's 1830's fur trapping and trading post. It provides an authentic experience that takes you back to the sights, sounds and smells of the real thing.

## ***BUREAU OF LAND MANAGEMENT Uncompahgre Field Office***

“The Uncompahgre Field Office manages many of the premier recreation attractions in southwest Colorado. Recreation opportunities include whitewater rafting, canoeing, kayaking, hiking, mountain biking, horseback riding, fishing, hunting, motorcycle riding, photography, wildlife viewing, picnicking, or just enjoying a drive along one of southwestern Colorado's many scenic routes.” (Source: Uncompahgre Field Office, U.S. Bureau of Land Management)

(<http://www.blm.gov/co/st/en/fo/ufo.html>)

### **HIKING, FISHING AND HUNTING**

These activities are allowed throughout the public lands in the Delta area, subject to applicable permits and regulations.



#### **BOATING**

- [Gunnison Gorge Wilderness Area](#)
- [Lower Gunnison River](#)
- [Dolores River](#) - Bedrock to Gateway
- [San Miguel River](#)
- [Water Resources of Colorado](#) - USGS web site. Select the "Realtime Water Data" link to obtain current flow rates.



**OFF-HIGHWAY VEHICLE** (OHV) designations on BLM administered public lands are made through the land use planning process. The 3 types of OHV designations are: Open, Limited, and Closed. Be sure to check with the local BLM office to determine which areas are available for OHV use.

**Open** - off-road use is allowed, as long as it does not result in significant, undue damage to or disturbance of soil, wildlife, wildlife habitat, improvements, cultural, or vegetative resources, or other authorized uses of the public lands.

**Limited** - vehicle use is restricted as defined in the appropriate land use plan. Limitations could include such designations as "limited to existing roads and trails," "limited to designated roads and trails," or seasonal limitations such as "no vehicle use during elk calving season").

**Closed** - motorized vehicle use is not allowed.



#### **MOUNTAIN BIKING**

- [Paradox Trail Log](#)
- [Tabeguache Trail Log](#)
- [Tabeguache Trail Map](#)



## **SCENIC & BACKCOUNTRY BYWAYS**

- [Unaweeep-Tabeguache](#) - State of Colorado web site
- [San Juan Skyway](#) - State of Colorado web site
- [West Elk](#) - State of Colorado web site
- [Grand Mesa](#) - State of Colorado web site
- [Colorado Scenic and Historic Byways](#) - State of Colorado web site

## ***NATIONAL PARKS***

### **BLACK CANYON OF THE GUNNISON NATIONAL PARK**

No other canyon in North America combines the narrow opening, sheer walls, and startling depths offered by the Black Canyon of the Gunnison. There are multiple overlooks for sightseeing and a road to the bottom of the canyon.

## ***COLORADO STATE PARKS***

### **SWEITZER LAKE**

(Source: Colorado State Parks)

“It started out as a community dream. This lake based retreat for the Western Slope provides day-use, nature, picnic and water recreation facilities. Visitors come to Sweitzer Lake, near Delta, for action-packed boating and water skiing on busy days and relaxed nature play on mellow days. Built solely for recreation, Sweitzer Lake fulfills its planned purpose well. Water-ski, swim, picnic, fish, boat, bird watch or just breathe-in the clean air. Sit on the grass, at a picnic site or on the sandy shore and enjoy the day.”  
(<http://parks.state.co.us/Parks/sweitzerlake>)

## ***NATIONAL FOREST SERVICE***

(Source: National Forest Service: Grand Mesa, Uncompahgre and Gunnison National Forests)

“The Grand Mesa, Uncompahgre and Gunnison National Forests are a combination of separate National Forests located on the western slope of the Colorado Rockies. These three combined Forests cover 3,161,912 acres of public land in the central and southern Rocky Mountains, an area that lies south of the Colorado River and west of the Continental Divide with some of the most spectacular scenery in the Rockies.”

“The Forests vary in elevation from 5,800 feet above sea level in Roubideau Creek Canyon to 14,309 feet on Uncompahgre Peak. The Forests include spectacular features like the 355 foot high Bridal Veil falls; the Grand Mesa with over 300 lakes and one of the world's largest flat

top mountains; and the Alpine Tunnel, once the highest railroad tunnel in North America.”(<http://www.fs.fed.us/r2/gmug/>)

### **DRY MESA QUARRY**

Located on the Uncompahgre National Forest, Dry Mesa Dinosaur Quarry is one of the most famous dinosaur localities in the world. Seventeen different genera of dinosaurs have been discovered at this site since 1971, as well as a number of other fossils, including pterosaurs, birds, crocodiles, fishes and mammals.

### ***TREE CITY USA***



The Tree City USA® program, sponsored by The Arbor Day Foundation in cooperation with the USDA Forest Service and the National Association of State Foresters, provides direction, technical assistance, public attention, and national recognition for urban and community forestry programs in thousands of towns and cities that more than 93 million Americans call home.

The City of Delta has been a Tree City USA for 24 years.

For more information about Tree City USA, visit [www.arborday.org/programs/treeCityUSA.cfm](http://www.arborday.org/programs/treeCityUSA.cfm).

### ***Public Support for Parks, Recreation and Trails***

The community survey conducted as part of the comprehensive plan process rated the availability of recreational opportunities as “good” and 26% rated them as “excellent” with only 7% rating them “poor” and 17% rating them as fair. Much of this high rating probably has to do with Delta’s excellent Bill Heddles Recreation Center, Confluence Park and the other parks in the City. See also comments on Steering Committee recommendation chart below.

### ***Desired Future Condition, Policies and Action Items*** ***Desired Future Condition***

The City of Delta provides a variety of park facilities and programs to enhance recreation opportunities for residents and visitors of all ages. There is an extensive trail system that is safe and pleasant and serves as a non-motorized transportation network and a recreational amenity, connecting to surrounding public lands.

## ***Policies and Action Items***

The following park, recreation, open space and trail projects and improvements have been developed in conjunction with the Delta Parks and Recreation Department. These improvements are proposed over the next 20-30 years:

### ***Policy 1--Improvement of existing parks***

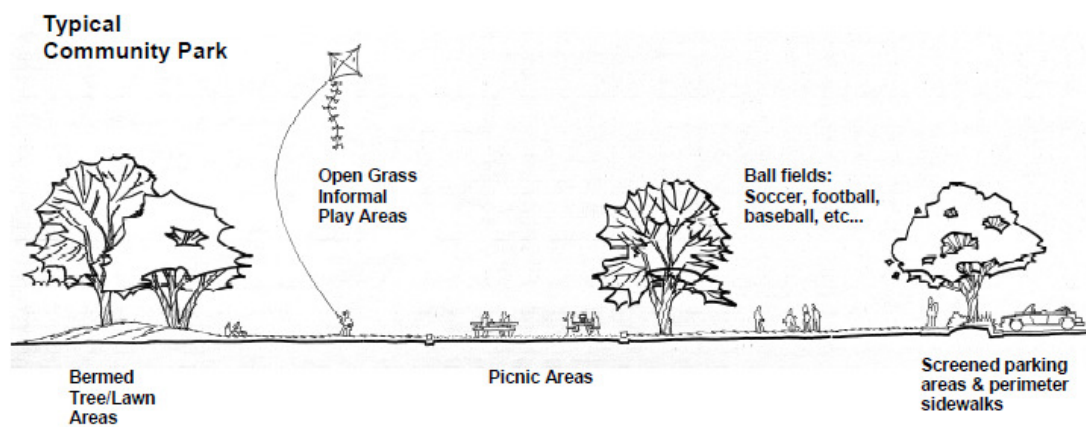
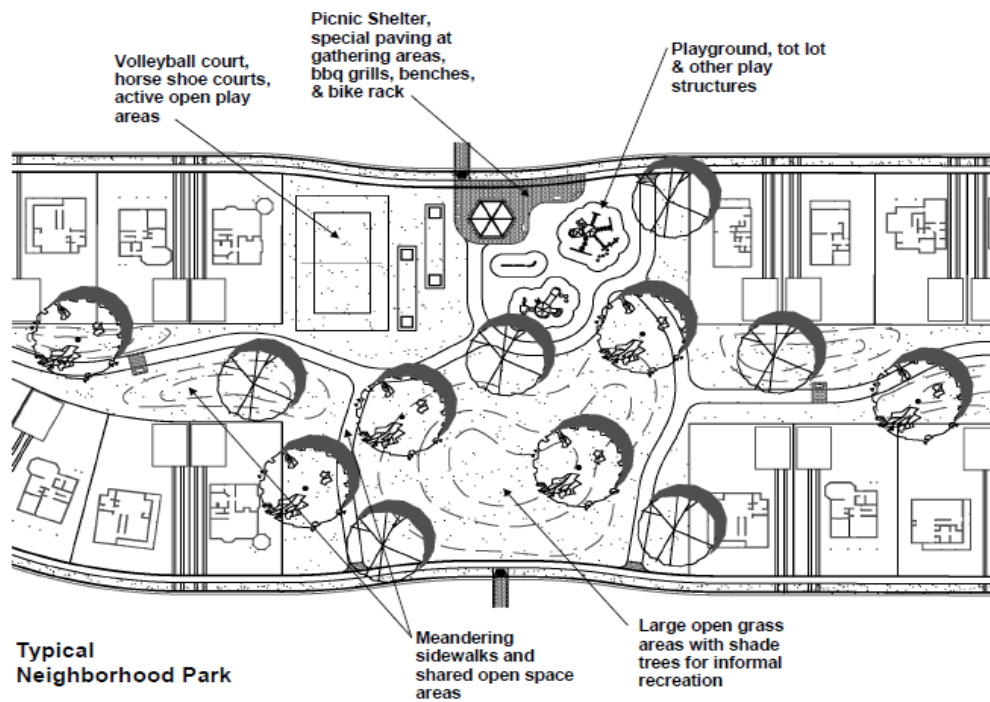
<b>Park or Recreation Facility</b>	<b>Proposed Improvement 2008-2038</b>
1. Skate Parks	Improve existing Confluence Park site
	Construct a new skate park south of Cleland Park
2. BMX Track	Construct a new track west of Horse Country Arena
	Construct a 900'-1,200' track w/concrete starting grid
3. Dog Park	Construct a new dog park in the area north of Confluence Park, pond, bridge, small dog area, double gated access points
4. Garnet Mesa Park	Add 3 to 5 acres east of Garnet Mesa/East High School area
	Add restrooms, turf grass, large playground, pavilion or picnic shelters, linking trail accessing existing sidewalks
5. Connective Trail system	Confluence Park to cottonwood area
	Extend Garnet Mesa Trail from 13 <sup>th</sup> St. to Sweitzer Lake
6. Landscape Highway Corridors	Turf grass, trees, shrubs, flowers
7. Confluence Park River Boat Ramp	New concrete boat ramp
	Increase parking area
	Informational kiosk with Gunnison River mapping, local resources, etc.
8. Urban Forest-Street Trees	Selective downtown street tree removal
	New downtown beautification with the truck bypass: planters with flowers and limited street tree planting
9. Cemetery Expansion	Expand to the east on existing city property
	Add two access points off 3 <sup>rd</sup> Street

10. North Delta Park	Add a portion of Cottonwood property to the park (2-3 acres)
	Improve existing restrooms, irrigation, and maintenance structure
	Add community gardens
	Construct a trail from Cottonwood to Confluence Park
11. Tamarack Park	Add irrigated turf grass in non-maintained areas
	Add a playground
	Construct access from Garnet Mesa Trail
12. Horse Country Arena	Add irrigated turf grass area around restroom area
	Add gravel parking lot
	Install lighting
	Provide indoor structure
	Construct picnic shelters or small pavilion

***Policy 2-- Proposed Parks (see maps)***

***Standards: all city parks must be at least 2 acres to be accepted; homeowner parks should be 1 acre minimum and maintained by the home owners association***

- 3 acre soccer field at “River Walk Subdivision” with bathrooms and bleachers
- New north west area park 20 + acres south of U. S. Hwy 50
- Need 4-5 sites for large community parks around the perimeter of the City plus smaller homeowners association parks
- Consider “ Roundup Arena Club” for open space, picnic areas, horseback riding, BMX park, and skate park
- Connect confluence park with city-owned property on the Gunnison River and near the sewage treatment plant
- Improve rafting, canoeing, kayaking on the Gunnison and Uncompagne Rivers
- Hartland Dam is an obstacle to floating the Gunnison River
- Consider City take over of Sweitzer Lake State Park with compensation from State Parks
- Connect Sweitzer Lake State Park to Pioneer Road and the High School
- 6 new neighborhood parks needed
- Combine new schools with new parks as the city grows
- Set aside new regional, community and neighborhood parks as the City grows







*Gunnison River at Confluence Park*

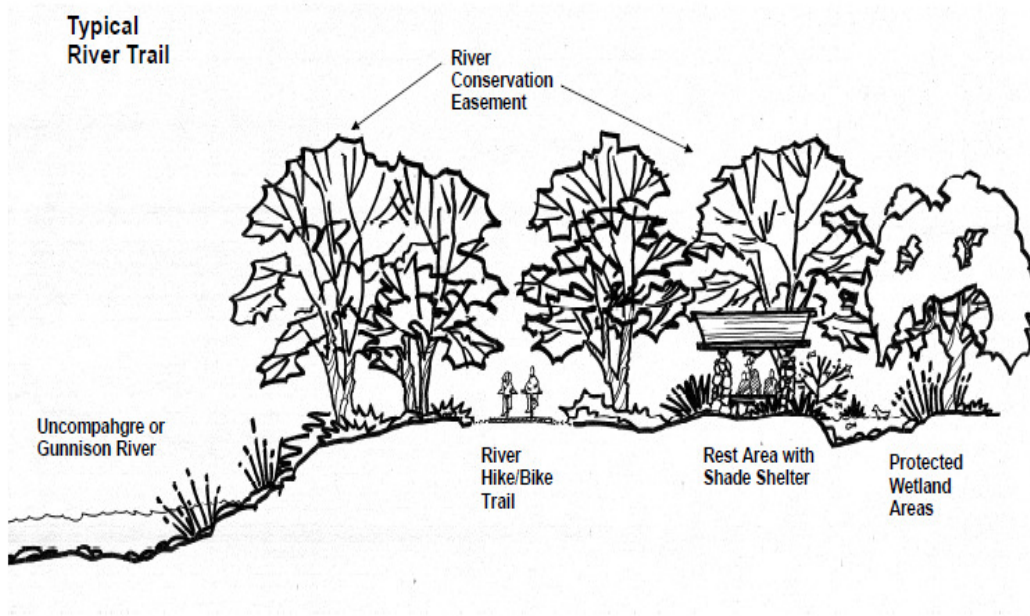
***Policy 3-- Open Space/Wildlife Areas***

- Set aside river floodplains as permanent conservation easements, trails and wildlife areas

***Policy 4-- Trails***

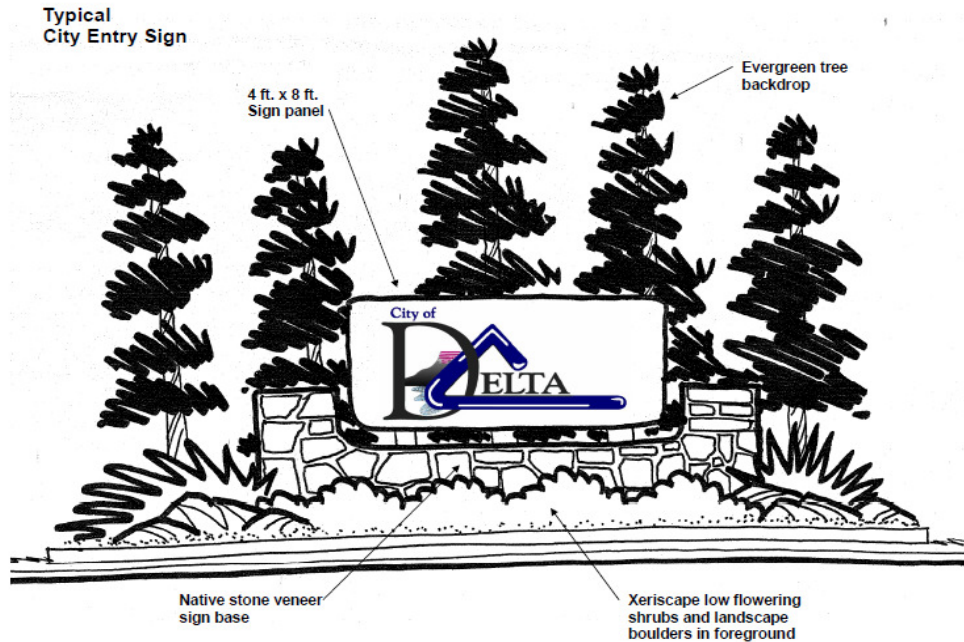
- Gunnison River Trail to State Wildlife Area & Roubideau Creek & Dry Mesa Road to Uncompahgre Plateau & Grand Junction--Part of the historic Old Spanish Trail from Delta to Bridgeport and Whitewater along the river bluffs
- “Rails to trails” between Delta and Montrose if rail line is abandoned or along the Uncompahgre River or U.S. Hwy 50 right of way
- Uncompahgre River trails connect Confluence Park to “River Walk” park and eventually to Olathe
- North Fork of the Gunnison: connect Cottonwood Park to Confluence Park and “Riverwalk Park,” Pleasure Park, Hwy 92 to River to Horn Road
- Black Canyon of the Gunnison National Park: Chucker, Ute, Badger, Duncan, Bobcat Trails

- Connect Pleasure Park to Confluence Park
- Consider using irrigation canals as trails by covering irrigation company's liability/maintenance
- Forest Service and BLM connections to Delta:
  1. Cottonwood north to Blue Grouse trail (4 wheel/jeep trail) north to Grand Mesa
  2. Bike trail on Road 348 to Uncompahgre Plateau



### ***Policy 5--Beautification***

- Beautify highway rights of way (U.S. Hwy 50 and State Highway 92) and entryways into the City.



- Continue downtown beautification especially at key focal points (intersection of U.S. Hwy 50 and SH 92 and at the entrance to the new bypass)

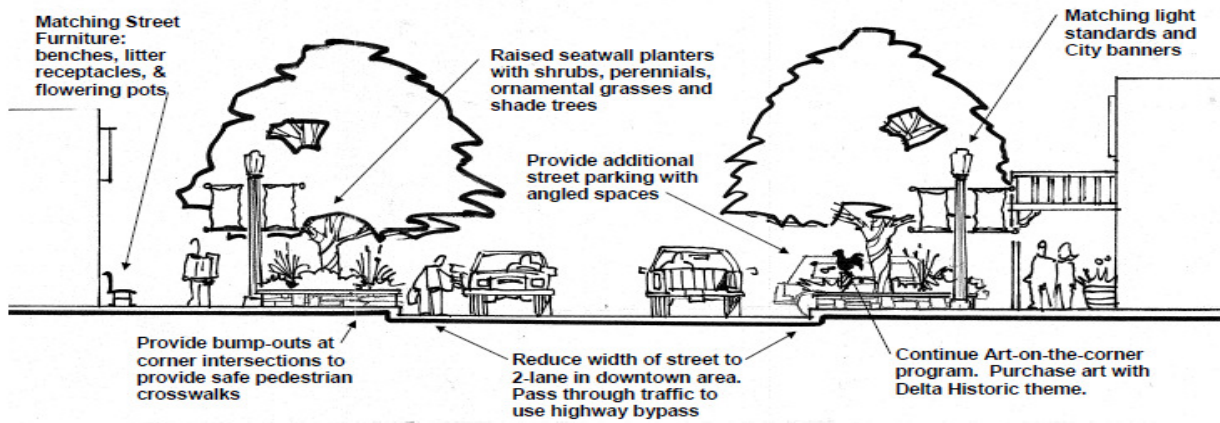


### ***Policy 6-- Downtown***

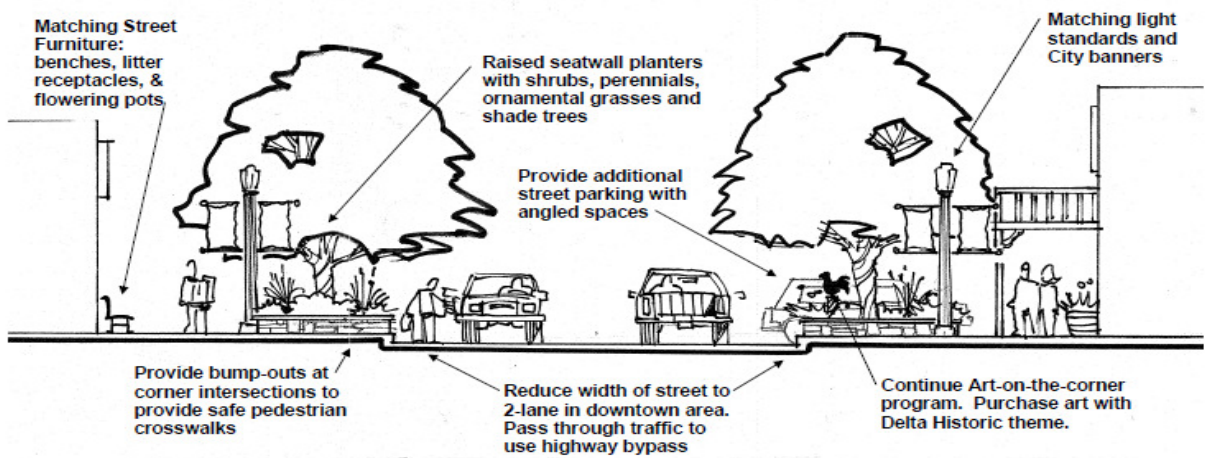
- Continue the downtown mural project
- Inspect downtown street trees and remove trees that are damaging sidewalks and replace with smaller trees and shrubs
- Consider new Main Street streetscape after the bypass is constructed with angle parking and expanded planters and amenities



## Streetscape— Section



## Streetscape— Section



## *Delta Comprehensive Plan 1997*

<b>Parks and Recreation</b>	<b>Status</b> C=completed, I=incomplete, P=in progress)
<b>Goals</b>	
Promote a healthy community in a safe, creative manner with a variety of affordable choices accessible to all in order to enhance the quality of life	<b>P</b>
<b>Guidelines</b>	
Use national standards and the guidelines as established by the National Parks and Recreation Association as a point of reference for parks development.	<b>P</b>
Find creative ways to work within the confines of Amendment One	<b>P</b>
Continue to provide high standards of maintenance and strike a balance between future development and that standard of maintenance	<b>P</b>
Foster community networking and cooperation in the provision of recreation facilities and services	<b>P</b>
Strive to make recreation programs more self supportive	<b>P</b>
Continue to coordinate with various entities around the county such as Delta County, Colorado Department of transportation, and the North Fork Trails Council to complete a North Fork Trail system	<b>P</b>
Encourage the dedication of trail easements as part of utility extensions which meet the goals of the City's parks and recreation master plan	<b>P</b>
<b>Actions</b>	
Continue to work with service clubs on the maintenance and improvement of existing parks and the development of new parks	<b>P</b>
Provide parks as defined by national standards in areas where future development is occurring	<b>P</b>
Target the northeastern quadrant of the City for future park development	<b>I</b>
Maintain comprehensive recreation programs	<b>P</b>
Provide choices which are affordable for all income levels	<b>P</b>
Provide more multi-cultural recreation opportunities	<b>CIP</b>
Expand the City's youth recreation programming	<b>P</b>
Complete recreation program marketing plan	<b>P</b>

<b>Parks and Recreation</b>	<b>Status</b> C=completed, I=incomplete, P=in progress)
Continue to provide high standards of maintenance. Strike a balance between future development and that standard of maintenance	<b>P</b>
Target the development of non-motorized, multipurpose trails which connect parks and recreation facilities as a high priority	<b>P</b>
Continue to collaborate with the Uncompagne riverway to create a trail between Montrose and Delta	<b>I</b>
Work with private property owners to develop a trail system along canals	<b>I</b>
Collaborate with public and private partners to develop river corridors for boating, fishing, and open space preservation	<b>P</b>
<b>Parks, Open Space and Trails Comprehensive Plan</b>	
<b>Section One: Develop Park Amenities</b>	
<b>Goal</b>	
Protect and acquire regional amenities and other natural resources for the enjoyment of residents and visitors	<b>P</b>
<b>Guidelines</b>	
Coordinate financing, acquiring and developing of park facilities with Delta County, School district 50J, as well as other nearby and adjacent communities, counties and agencies as appropriate	<b>P</b>
Utilize appropriate available legal tools (i.e. conservation easements, land dedications) to protect regional riverways and historic vistas as linear parks.	<b>P</b>
Use National Recreation and Park Association Standards as general guidelines when acquiring and developing parkland	<b>P</b>
Consider the size, location, service area and number of people to be served and the appropriate park category when acquiring and developing parkland	<b>P</b>
Broaden the base of funding for parks at the regional level, to include all taxpayers who will benefit from the proposed amenities	<b>CIP</b>
<b>Actions</b>	
As resources are available, acquire lands for future parks	<b>P</b>
Proactively pursue County, GOCO, and other public and private funds and methods for acquisition and development of park facilities	<b>P</b>

<b>Parks and Recreation</b>	<b>Status</b> C=completed, I=incomplete, P=in progress)
Complete a Park Plan to be included as an element of the Park, Open Space and Trails Master Plan	<b>IPC</b>
Section Two: Conserve and Preserve Open Space	
<b>Goal</b>	
Preserve and enhance the agricultural and rural character of the community for the benefit of the community	<b>P</b>
<b>Guidelines</b>	
Cooperate with conservation organizations and other groups to promote and help ensure the conservation of open space, the protection of view sheds and vistas, waterways and other natural areas	<b>P</b>
Encourage programs, initiatives and incentive to maintain landowners as stewards of the land while allowing public access to trails and open space uses	<b>P</b>
Identify and implement programs which conserve the Gunnison and Uncompagre River corridors and the native plant and animal communities that utilize it	<b>P</b>
Promote land conservation and preservation, while respecting private property rights	<b>P</b>
<b>Actions</b>	
Create partnerships with other organizations (i.e. Delta County, Conservation Easement agencies, Delta Area Development, Inc., etc.) that are interested in preserving and conserving open space lands	<b>I</b>
Develop an Open Space Master Plan to be included as a element of the Parks, Open Space and Trails Master Plan	<b>P</b>
Inventory existing land uses and zoning to provide a database for future decisions	<b>C</b>
To the extent possible, create open space areas in locations to buffer different use/zoned areas	<b>CP</b>
Advocate landscape regulations for the Highway 50 and Highway 92 entry corridors to Delta	<b>I</b>
<b>Section Three: Develop a System of Trails</b>	
<b>Goal</b>	
Plan for, enhance and maximize safe and easy pedestrian and bicycle access throughout the community	<b>PIIP</b>



<b>Parks and Recreation</b>	<b>Status</b> C=completed, I=incomplete, P=in progress)
<b>Guidelines</b>	
Provide safe pedestrian, bicycle linkages equestrian and recreational trails to existing and future facilities	<b>PIIP</b>
Use the Gunnison Valley 2020 transportation Plan as a guide when locating certain trails	<b>P</b>
Pursue the development of appropriate trails for specific location	<b>P</b>
Look for joint use opportunities with School District 50J, Delta County, and other public and quasi-public entities to expand trail amenities	<b>P</b>
Utility and irrigation canal easements when possible	<b>PI</b>
Develop connector trails between neighboring communities	<b>P</b>
<b>Actions</b>	
Identify and/or acquire land for parks development which will support a system of trails and paths, along river ways and through open space	<b>P</b>
Develop multi-use easements on developing property where applicable	
Develop a Trails Master Plan (to include pedestrian, bicycling, equestrian, recreational and commuter trails) to be included as an element of the Parks, Open Space and Trails Master Plan	<b>P</b>
<b>Environmental Protection</b>	
<b>Section One: Impacts of Development</b>	
<b>Goals</b>	
Encourage future growth and development to be sensitive to the environmental within which it is being placed	<b>P</b>
Encourage land use planning which will protect new and existing development from natural hazards such as flooding	<b>P</b>
Encourage citizen awareness, input, and commitment towards maintaining the environmental quality of the area	<b>P</b>
<b>Guidelines</b>	
Promote the type, design, and location of new development which is compatible with environmental considerations (examples may include solar access or xeriscaping)	<b>P</b>
Encourage developers and new business owners to work to integrate developments into the environment which cause the least	<b>P</b>

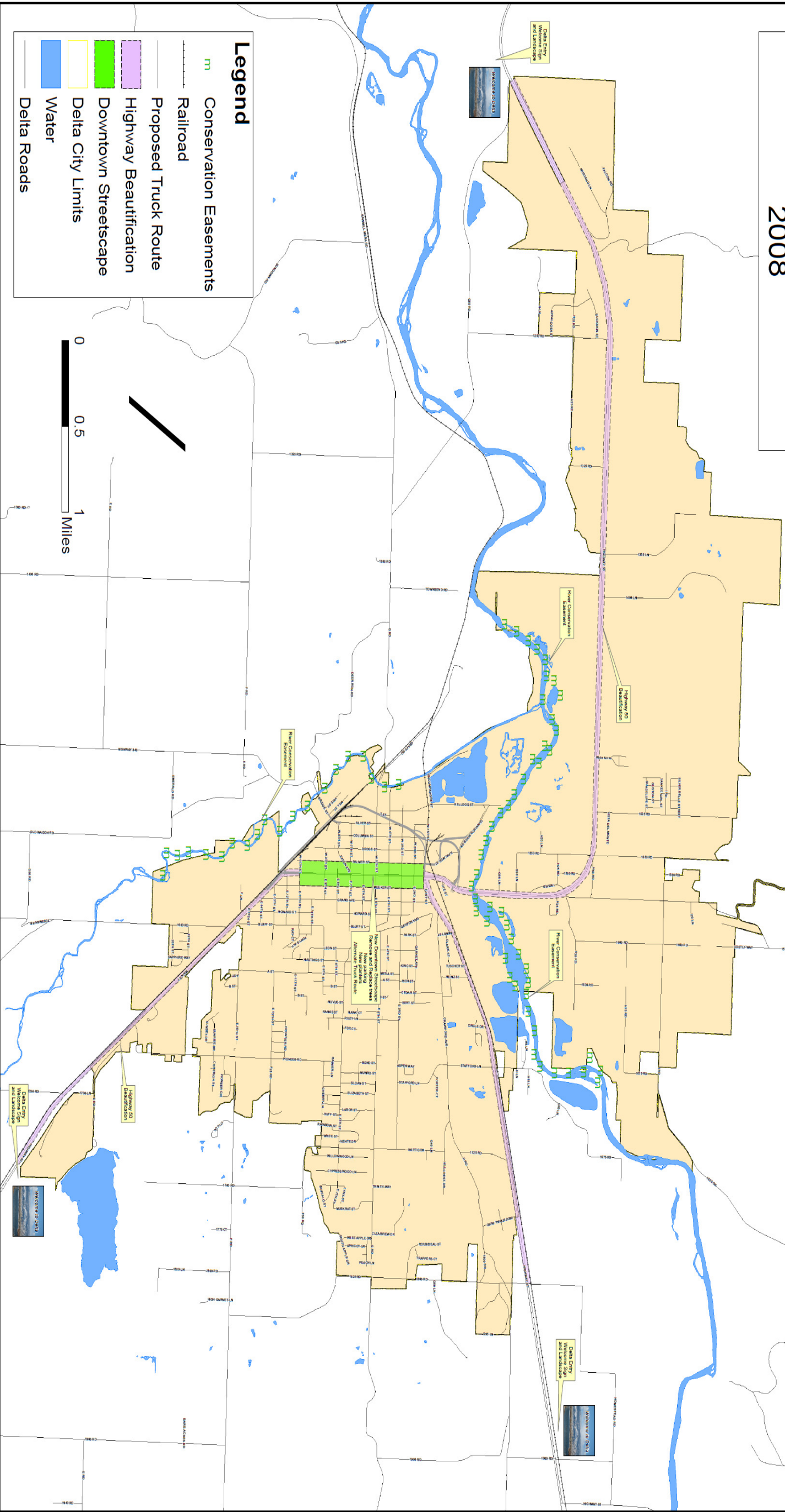
<b>Parks and Recreation</b>	<b>Status</b> C=completed, I=incomplete, P=in progress)
detrimental impact to the environment possible for the use	
Encourage the development of clean industries which comply with local, state and federal air and water quality standards	<b>P</b>
Consider alternative transportation services and facilities in all developments to begin to minimize the negative environmental impacts of vehicular traffic such as congestion, air pollution, and decreased pedestrian safety and access	<b>P</b>
Encourage the installation of or conversion to alternative home heating sources	<b>I</b>
Consider voluntary restrictions and incentives regarding wood burning such as type of stove purchased or frequency of use	<b>IP</b>
<b>Actions</b>	
Require renegotiation of disturbed areas	<b>P</b>
Assess the impact of the lack of paving, street sweeping, and sanding of streets in the City on Air quality and levels of particulate matter (PM-10 standards). Coordinate with County for monitoring	<b>I</b>
Discourage building development within the floodplain of the Gunnison and the Uncompagre Rivers	<b>P</b>
Encourage open channel drainage ways whenever possible	<b>P</b>
Incorporate detentions of storm water runoff in problem areas to minimize costs, decrease erosion, and avoid downstream flood hazards	<b>P</b>
Assess the impact of stormwater runoff on water quality in the Uncompagre and Gunnison Rivers	<b>P</b>
Enhance citizens' access to information on broad environmental issues as well as information on personal level impacts which they can implement (for example, household hazardous waste such as pesticides)	<b>IP</b>
<b>Section Two: Conservation of Resources</b>	
<b>Goals</b>	
Plan for and adopt a solid waste material recovery and recycling program with the cooperation of City, County and regional governments, private organizations and citizens	<b>IC</b>
Conserve valuable natural resources such as water to ensure future availability	<b>P</b>

<b>Parks and Recreation</b>	<b>Status</b> C=completed, I=incomplete, P=in progress)
<b>Guidelines</b>	
Encourage the location of new development into areas which fit within our existing and planned utilities network	<b>P</b>
Ensure proper handling of by-products produced through the industrial use of water as they are introduced into the City's treatment and disposal system	<b>P</b>
Encourage reuse of the recycling of applicable City-owned waters (an example is use of waster for hydroelectric, then its use for aquaculture, and a final use of those fertilizer by-products)	<b>IP</b>
<b>Actions</b>	
Establish an educational programs to promote citizen and governmental commitment to reuse and recycling through increased awareness	<b>I</b>
Complete feasibility studies on various new options, processes and technologies for recovery and recycling	<b>I</b>
Develop a municipal water conservation plan which provides for the most efficient use of Delta's water resources	<b>P</b>
Enhance and reclaim unique and significant natural attributes such as river corridors and wetlands throughout the City for recreation and water resource protection	<b>P</b>
<b>Section Three: Open Space Preservation</b>	
<b>Goals</b>	
Conserve open space or vacant land in around the City which will contribute to the preservation of our rural character, enhance the livability of our community, and provide recreational opportunism for our residents and visitors	<b>P</b>
<b>Guidelines</b>	
Encourage the use of tax incentives, gifts, federal and state recreation and conservation funds, easements, and innovative agreements with landowners (transfer of development rights), and other possibilities to implement the City's open space and master plan	<b>P</b>
<b>Actions</b>	
Develop an open space master plan which creates a process for evaluating potential open space parcels, identifying and prioritizing acquisitions, and developing a financing plan to obtain desirable open space	<b>C</b>

<b>Parks and Recreation</b>	<b>Status</b> C=completed, I=incomplete, P=in progress)
Investigate the creation of a readily available and expandable open space fund which can be used to take advantage of immediate and unexpected opportunities to buy land	<b>C</b>
Collaborate with land preservation agencies and organizations to receive financial and technical assistance for open space projects (an example would be the Trust for Public Land)	<b>ICP</b>
Investigate the application of impact fees for open space preservation	<b>C</b>

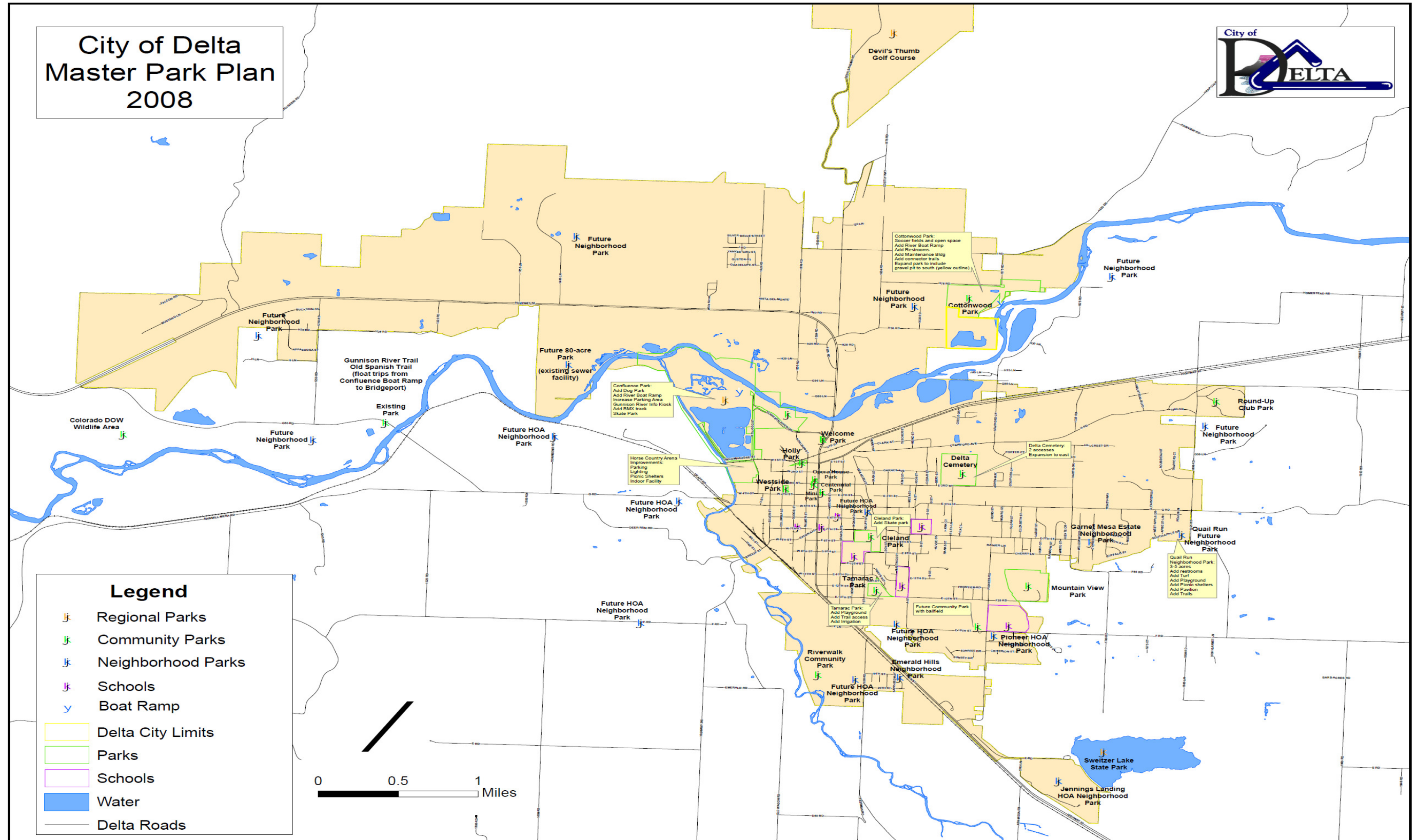


# City of Delta Downtown Streetscape and Highway Beautification Plan 2008



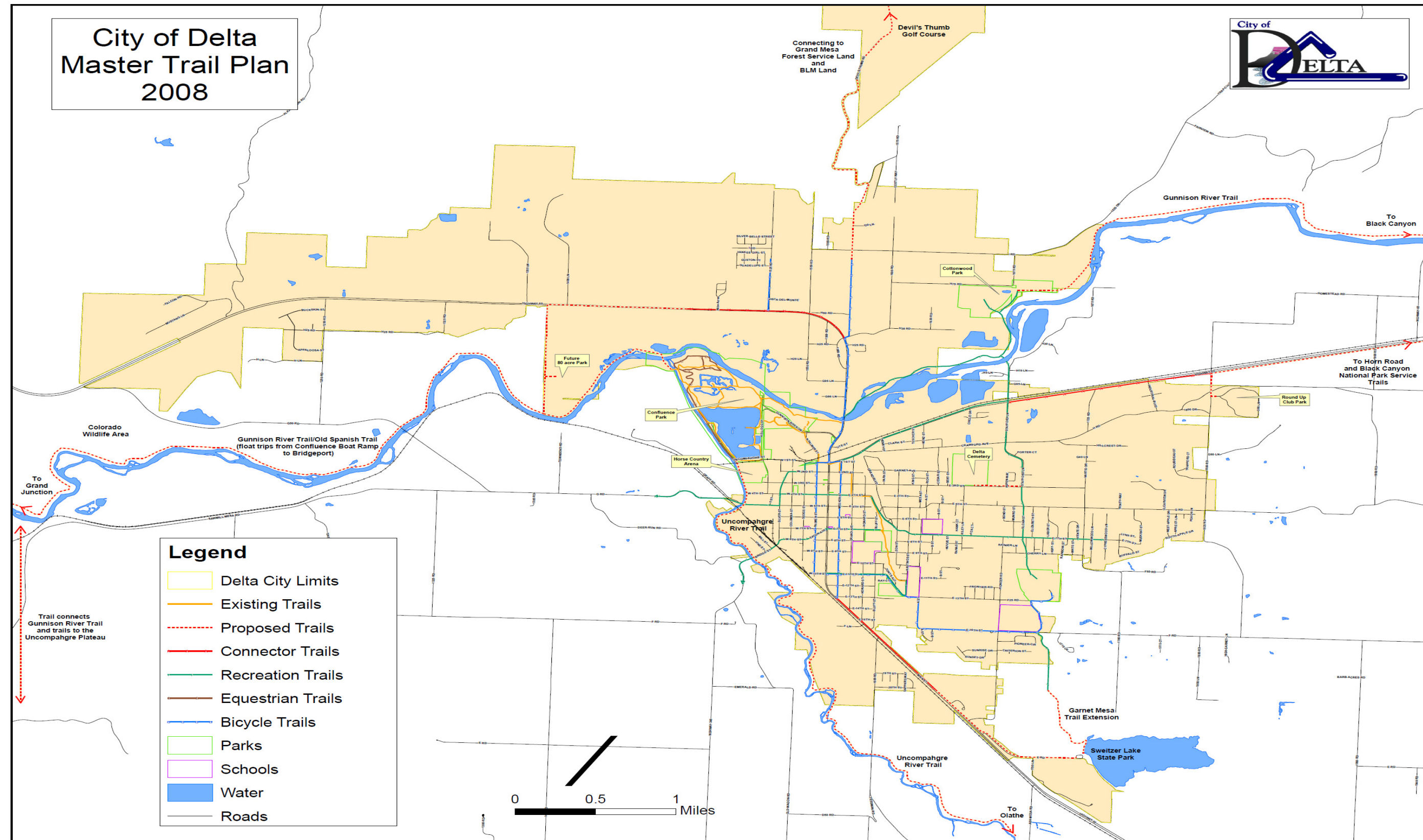


# City of Delta Master Park Plan 2008





# City of Delta Master Trail Plan 2008



## *Chapter 9*

### *Community Facilities and Services*

The City of Delta provides basic municipal services to residents and businesses and maintains facilities and a staff to carry out these services. Some of these services and facilities are described in other chapters of this Comprehensive Plan. Roads and traffic are discussed in Chapter 6 (Transportation); Chapter 7 (Water Supply, the Sanitary Sewer System, and Storm Water Drainage), and Chapter 8 (Parks, Recreation, and Trails).

*(Sources include the City of Delta and County of Delta web pages: <http://www.delta-co.gov/> and <http://www.deltacounty.com>)*

### *City Departments*



*City Hall*

### *Overview*

The City of Delta is divided into ten departments to effectively serve the citizens of Delta: Administration, Community Development, Culture & History, Finance, Human Resources, Parks, Police, Public Works, Recreation, and Utilities.

The City of Delta operates within a Council/Manager form of government. The City Council directs the City Manager in implementation of policy and procedure. The City Manager accomplishes implementation through coordination and supervision of operations in all departments. The City Manager advises the City Council on all matters relating to the planning, development, and operating status of City departments.

### *Police Protection*

The Delta community and police personnel are a close knit family in which team work and shared responsibilities are vital to the success of the organization and community at large.

The Delta Police Department takes pride in being visible and available to the community. The police department philosophies support the concepts of community based problem-solving, prevention, intervention, collaboration and partnerships.

Delta police personnel believe community problems are problems, not incidents. The police and community communicate when identifying problems and potential solutions to problems. The Delta Police Department is responsive to community needs, quality of life issues, public safety expectations and concerns.

To accomplish the Delta Police Department's mission, police personnel are encouraged to value and promote:

- Personal and organizational integrity
- Problem-solving and partnerships
- Accountability at every level of the organization
- Professional police service
- Respect for diversity and inclusiveness
- Open and honest communication
- Innovation and creativity

The police department supports several programs such as, home security, house watch and neighborhood watch programs. The police department consists of administrative support staff, a victim advocate, an animal control officer, 14 commissioned police officers, 1 commander and a police chief.

The police department is located at 215 West 5<sup>th</sup> Street. As the population of the City increases and the area within the corporate limits expand with new annexations, the department will need additional police officers and administrative support staff to better serve the Delta community.



## *Public Works*



The Public Works Department is responsible for fleet management, snow removal, storm water control, street sweeping, street development & maintenance, and city engineering.

## *Utility Services*



The City of Delta develops and maintains utility services for residents and businesses. Services include electric, water, wastewater and refuse. Facilities include an independent power plant and a wastewater treatment plant. The current URS study that is under way will provide the actual and projected electric meters, water meters, sewer taps, and the number of residents who can be served.

### *Community Development*

The Building, Planning, and Code Enforcement Departments are the primary Community Development divisions housed at City Hall. These departments provide quality assurance for construction within the city, encourage compatible land use, and uphold citizen health, safety and welfare.

### *Other Service Districts*

The City of Delta is also served by the Delta County Ambulance District, Delta County Fire Protection District #1, and Delta County Emergency Management.

#### *Delta County Ambulance District*

The Delta County Ambulance District (DCAD) was formed in 1999, combining Emergency Medical Services (EMS) operated by the Town of Cedaredge and the Delta County Fire District # 1. DCAD covers 330 square miles including 55% of the County's rural population. The area is comprised of Delta Fire District #1, and Cedaredge and Orchard City Fire District #3. DCAD provides critical care in rural search and rescue situations. DCAD coordinates regional services with St. Mary's CareFlight. DCAD provides transports to and between the county's skilled nursing facilities and assisted living communities.

In 1999 the Ambulance District responded to 1,769 calls. The service ended 2007 with 2,114 calls, an increase of 345 responses over 6 years. The Delta station houses the business office, crew quarters and four ambulances.

#### *Fire Protection District #1*

Fire protection for the City of Delta is provided by Fire District #1, which is a volunteer district. The district consists of 28 volunteers and has 9 fire trucks including a ladder truck and two water trucks. The fire district has its own station located at 285 East 5<sup>th</sup> Street. The site may not be adequate to serve the projected increased population and expanded service area. Additional fire stations or emergency response stations may be needed in the future in North Delta and Peach Valley. (*The Delta County Public Safety Map is available at <http://www.deltacounty.com/DocumentView.asp?DID=717>*).

## *Delta County Emergency Management*

The Office of Emergency Management provides leadership, planning, education and resources to protect lives, property, and the environment in the event disasters were to strike Delta County. Emergency Management works with local governments, volunteer organizations and the private sector across Delta County to develop disaster preparedness plans and provide training and exercise activities.

One of Emergency Management's primary goals is to ensure training and information is available to both first responders and the community. They constantly prepare and practice to ensure that they are ready if a disaster strikes

## *Public Opinion about Services*

The public opinion survey included several questions about services. When asked about whether City of Delta services have improved since you have lived there, 66% agreed with that statement, 77% agreed that they were satisfied with the public services and facilities provided by the City of Delta, and 66% rated general services of the police department as good to excellent. See also comments in Steering Committee recommendations chart in the Appendix.

## *Desired Future Condition, Policies and Action Items*

### *Desired Future Condition*

Government services and facilities are adequate to serve present and future residents and businesses without increasing tax burdens for individuals, property owners and businesses.

### *Policies and Action Items*

*Policy 1* – City Hall is an important anchor in downtown Delta and will remain at its present location.

*Policy 2* – Fire hydrants with adequate flow to serve the fire protection needs of residents and businesses shall be installed and maintained. An action item to implement this policy is:

1. Analyze the Land Use Code to ensure that adequate fire protection is provided through the subdivision review process.

*Policy 3* – New development shall pay its own way. An action item to implement this policy is:

1. Implement development impact fees to cover the cost of new development.

*Policy 4* – It is the policy of the City of Delta to provide its electrical service to all classes of existing and new electrical customers within the city limits.



## *Delta Comprehensive Plan 1997*

<b>Public Facilities and Services</b>	
<b>Section One: Criminal Justice/Code Enforcement</b>	<b>Status</b> C=completed, I=incomplete, P=in progress
<b>Goals</b>	
Ensure that the rights and property of all citizens are protected by adequate laws, efficient law enforcement agencies, and by a general climate in which respect for the law and those enforcing it can flourish.	P
Create a proactive stance on crime prevention with citizen involvement	P
<b>Guidelines</b>	
Promote a judicial system which allows for prosecution of more crimes in municipal court	C
Provide improved access to the system for citizens of the City by reevaluating scheduling	CI
Encourage programs which have the potential for deterring crime	P
Seek constant upgrading of the quality of police services to achieve a high degree of training, proficiency of performance, humane attitudes, and courteous conduct	P
Cooperate with the Delta County Sheriff's Office to clarify jurisdictional issues	PCI
<b>Actions</b>	
Continue to work to eliminate obsolete laws and simplify existing ones	CIP
Encourage consolidation of local law enforcement facilities whenever such consolidations are feasible, economically viable, and of obvious efficiency	P
Educate the citizens to accept that crime is a community issue and encourage citizen participation throughout the entire spectrum of the criminal justice system	P
Continue to support community service programs such as D.A.R.E., reserve officer programs, safety and neighborhood watch programs. Provide non-official public contact/service in the community	P

<b>Public Facilities and Services</b>	
<b>Section Two: Utilities</b>	<b>Status</b> C=completed, I=incomplete, P=in progress
<b>Goals</b>	
Continue to provide utilities in adequate amounts, reliability, economically, and in environmentally acceptable manner	P
<b>Guidelines</b>	
Facilitate resource management in all utility resources	CP
Improve efforts for coordination and integration of utilities throughout utility planning	P
Adapt the services and programs of each utility to the needs of the businesses and residents of the City	CP
Utilize progressive management techniques and business practices to plan for, operate, and maintain the City utility system	P
Maintain systems and plants to serve all consumers of City services	P
Promote the reuse of products and by-products of utility resources	P
Coordinate long-range planning between emergency service providers and utilities	P
Coordinate the City's three mile plan policies with those of the County	P
<b>Actions</b>	
Complete a capital improvements program for all utility infrastructure	P
Study incentives for alternative systems of supply and management for conservation purposes	P
Keep current the agreements in place for service of utilities in the Delta service area	P
Enforce the requirement that new developments complete utility plans	P
Encourage utilities to attend the Delta County utility coordination meetings	PI

<b>Public Facilities and Services</b>	<b>Status</b> C=completed, I=incomplete, P=in progress
Encourage utilities to respond to requests for plat review during the development process	P
Coordinate and renegotiate, if deemed necessary, service area agreements with annexation policies and actions.	P
<b>Section Three: Emergency Services</b> (fire, emergency and disaster preparedness and emergency medical services)	
<b>Goals</b>	
Ensure rapid, efficient, and economical emergency services within the community	P
<b>Guidelines</b>	
Play an active role in the Delta County Emergency Planning Committee and the Regional Emergency Planning Committee	P
<b>Actions</b>	
Strive for reduction in response time to all areas of the City	P
Coordinate and upgrade disaster prevention and hazardous materials response in the area through participation in the development of a county-wide comprehensive management preparedness plan	P
Coordinate emergency management training and exercising of emergency management plans with Delta County Emergency preparedness Department	P
Continue to update City addressing systems and ensure changes and new additions are brought to the attention of the E 911 Public service Answering point (PSAP)	P
Plan for growth of services as the City grows and expands	P
Review subdivision specifications in new developments with emergency service providers	P
Perform quarterly checks of the emergency broadcast override on the Cablevision channel	C
<b>Section Four: Fiscal responsibility</b>	
<b>Goals</b>	

Promote fiscal accountability and responsibility in the provision of municipal facilities & services	P
<b>Public Facilities and Services</b>	<b>Status</b> C=completed, I=incomplete, P=in progress
<b>Guidelines</b>	
Require that new development pay a reasonable share of the cost of the expanded services	P (pay their own way)
Establish priorities for programs with favorable cost/benefit ratios. Allow for other programs or services which are desired by the community and which citizens are willing to support	P
Provide comprehensive and objective financial data to facilitate fair and equitable decisions	CP
<b>Actions</b>	
Determine those public faculties or services for which development fees can reasonably be assessed	P (impact fee study)
Establish a basis for determining the incremental costs associated with new development for each service.	P
Increase fees for services as the cost of those services increases	P
Coordinate utility check-offs within each development to encourage the use of single trenches for utility placement	P
<b>Section Six: Education</b>	
<b>Goals</b>	
Education should provide all students of all ages with as many options in life as possible	CIP
<b>Guidelines</b>	
Integrate school access into the City's transportation plan	CIP
<b>Actions</b>	
Investigate impacts of new development on schools and create an impact fee system which reflects those impacts	I
<b>Section Seven: Solid Waste</b>	
<b>Goals</b>	
Strive to create a solid waste system which include all components of an environmentally sound and efficient process of source	P (efforts underway re countywide pgm)

reduction, recycling and reuse in cooperation with Delta County	
<b>Guidelines</b>	
Advocate recycling to decrease trash volumes and recycle reusable materials	I (Evaluate cost of pickup/recycle)
<b>Public Facilities and Services</b>	<b>Status</b> C=completed, I=incomplete, P=in progress
<b>Actions</b>	
Coordinate with the County to increase the efficiency of trash hauling	PI
Encourage City-sponsored composting project at the wastewater treatment plant through education	PI
Educate the community on source reduction	I
Encourage purchase of recycled products	I
Develop recycling center	I

## *Chapter 10*

### *Agriculture and Open Space*

#### *Agriculture and Quality of Life*

Agriculture is an important part of Delta's history, community character and quality of life. Figure 10 – 1 shows parcels in agricultural land use, including prime agricultural parcels, according to the U.S. Department of Agriculture's database. It may be important to distinguish between prime and non-prime agricultural parcels when designating areas for potential future growth. Given the preferences of the Delta community, it may be appropriate to avoid residential subdivisions or any other non-agricultural development on these prime parcels.

The Steering committee acknowledges the history and value of agriculture in Delta County. As the economics surrounding agriculture continue to change, the committee recognizes that the small farm parcels currently within the city of Delta may not remain as viable farmland. Although these parcels may be developed, the general agricultural atmosphere that still exists will continue at some new levels in areas within the county. It will be difficult to limit the development of ag lands within the City as the demand for that land for higher value use may eliminate all ag lands in the City by the year 2030.

The Black Canyon Land Trust (BCLT) has protected just over 32,000 acres in Montrose, Delta, Ouray and Gunnison counties. (See Figure 10-2). They also worked with the Northern San Juan Initiative to conserve parcels of property in San Miguel County that are contiguous with BCLT- conserved properties.

The BCLT (<http://www.blackcanyonlandtrust.org/index.htm>) projects include ranches, farms, river corridors and valuable view sheds. The largest conservation parcel the group has contracted with is 3,700 acres in Delta County and all the properties they have worked with have varied size and use. Federal and state tax deductions are allowed for donation of conservation easements.

#### *The Agricultural Economy*

Although agriculture provides much of the pastoral quality of the landscape, agriculture represents a very small part of Delta County's economy.

According to the U.S. Department of Agriculture 2002 Census of Agriculture (latest information available), there were 1,063 farms in Delta County and the average farm size was 247 acres. The fairly large average size is skewed by the small number of very large farms. The size distribution by size category indicates that about two-thirds of the farms are less than 50 acres, which is typical for farms in the Delta area. Forage land (alfalfa, hay) occupies approximately 24,775 acres, followed by 2,887 in corn for grain and 1,404 acres of corn for silage. Livestock



also continues to be a strong element in Delta County's agricultural economy. Sweet corn production has increased with the advent of "Olathe Sweet Corn."

## **2002 Census of Agriculture County Profile**

### **Delta, Colorado**

#### **Number of farms**

1,063 farms in 2002, 1,100 farms in 1997, down 3 percent.

#### **Land in farms**

262,443 acres in 2002, 265,593 acres in 1997, down 1 percent.

#### **Average size of farm**

247 acres in 2002, 241 acres in 1997, up 2 percent.

#### **Market Value of Production**

\$39,077,000 in 2002, \$38,312,000 in 1997, up 2 percent.

Crop sales accounted for \$14,413,000 of the total value in 2002.

Livestock sales accounted for \$24,664,000 of the total value in 2002.

#### **Market Value of Production, average per farm**

\$36,761 in 2002, \$34,829 in 1997, up 6 percent.

#### **Government Payments**

\$847,000 in 2002, \$392,000 in 1997, up 116 percent.

#### **Government Payments, average per farm receiving payments**

\$5,803 in 2002, \$4,606 in 1997, up 26 percent.

Source: USDA NASS

## ***Public Opinion About Agriculture***

### **Community Survey**

See comments in Steering Committee Recommendations in the Appendix.

### **Comments from Public Workshop**

See comments in Steering Committee Recommendations in the Appendix.

## ***Desired Future Condition, Policies and Action Items***

### ***Desired Future Condition***

Recognizing that agriculture is important to Delta's heritage, economy, agro-tourism and rural character, agriculture is preserved and enhanced through creative ways to maintain working farms.

### ***Policies and Action Items***

***Policy 1*** – Encourage the long-range protection of agriculture in and near Delta. Action items to implement this policy include:

1. Continue and expand opportunities for community farmers markets.
2. Create incentives to encourage U-Pick agriculture, particularly on small "hobby farm" parcels.
3. Coordinate with farmers and the Land Trust to encourage farmers to voluntarily place conservation easements on agricultural land.
4. Continue to support agri-business in Delta (e.g. egg farm, grain elevators, etc.)

## *Delta Comprehensive Plan 1997*

<b>Section Three: Open Space Preservation</b>	<b>Status</b> C=completed, I=incomplete, P=in progress)
<b>Goals</b>	
Conserve open space or vacant land in around the City which will contribute to the preservation of our rural character, enhance the livability of our community, and provide recreational opportunity for our residents and visitors	<b>P</b>
<b>Guidelines</b>	
Encourage the use of tax incentives, gifts, federal and state recreation and conservation funds, easements, and innovative agreements with landowners (transfer of development rights), and other possibilities to implement the City's open space and master plan	<b>P</b>
<b>Actions</b>	
Develop an open space master plan which creates a process for evaluating potential open space parcels, identifying and prioritizing acquisitions, and developing a financing plan to obtain desirable open space	<b>C</b>
Investigate the creation of a readily available and expandable open space fund which can be used to take advantage of immediate and unexpected opportunities to buy land	<b>C</b>
Collaborate with land preservation agencies and organizations to receive financial and technical assistance for open space projects (an example would be the Trust for Public Land)	<b>ICP</b>
Investigate the application of impact fees for open space preservation	<b>C</b>

Figure 10-1

IMPORTANT FARMLANDS OF DELTA COUNTY COLORADO

- FARMLANDS OF NATIONAL IMPORTANCE**
- PRIME (IRRIGATED)
  - UNIQUE (IRRIGATED)
- FARMLANDS OF STATEWIDE IMPORTANCE**
- IRRIGATED LAND (NOT PRIME)
  - HIGH POTENTIAL DRY CROPLAND - PRIME IF THEY BECOME IRRIGATED
- OTHER CATEGORIES**
- PRIME IF THEY BECOME IRRIGATED
  - URBAN AND URBAN BUILD-UP LAND
  - WATER
  - OTHER LAND

FOR EXPLANATION SEE BACK



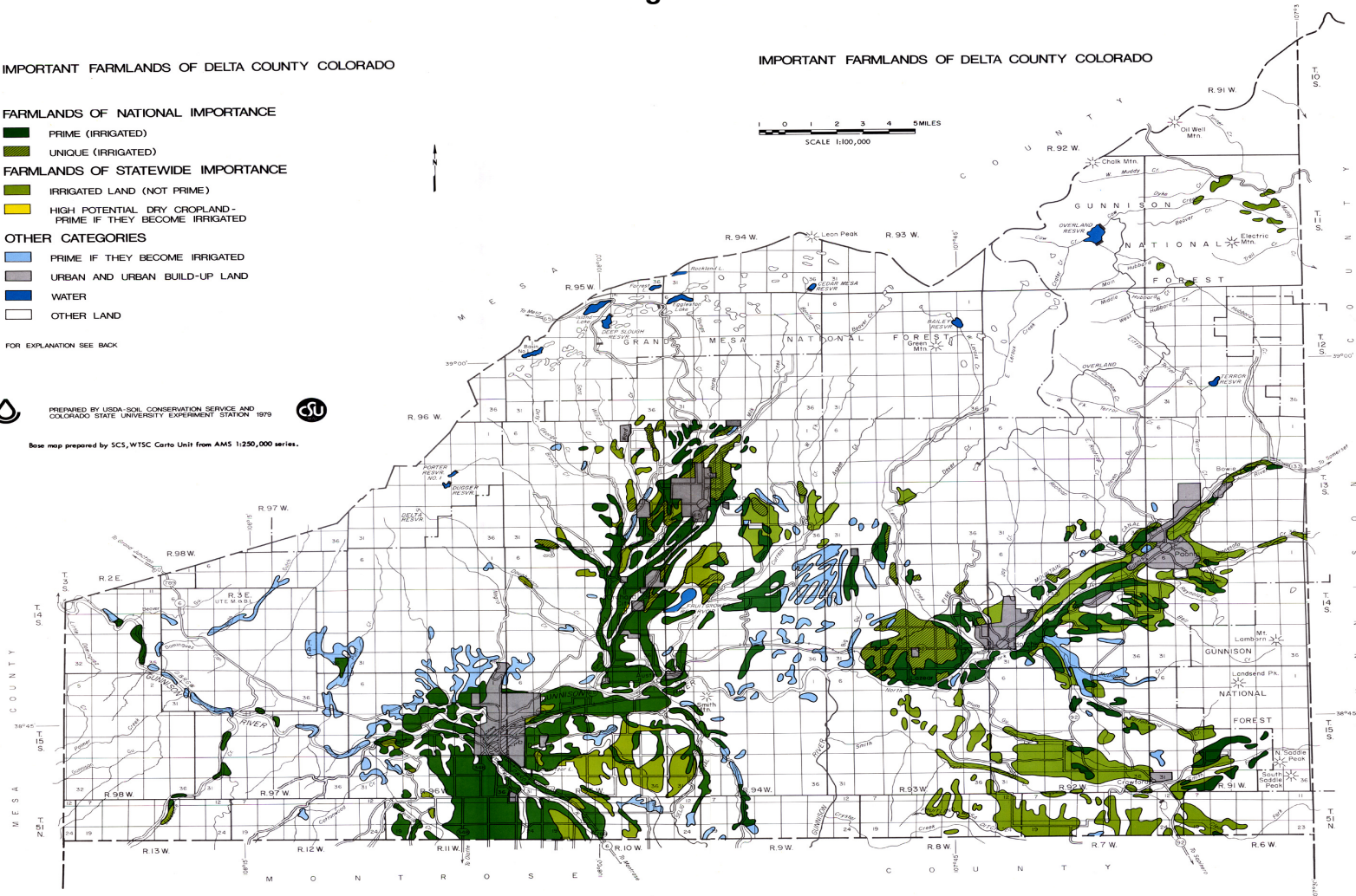
PREPARED BY USDA-NRCS CONSERVATION SERVICE AND COLORADO STATE UNIVERSITY EXPERIMENT STATION 1979

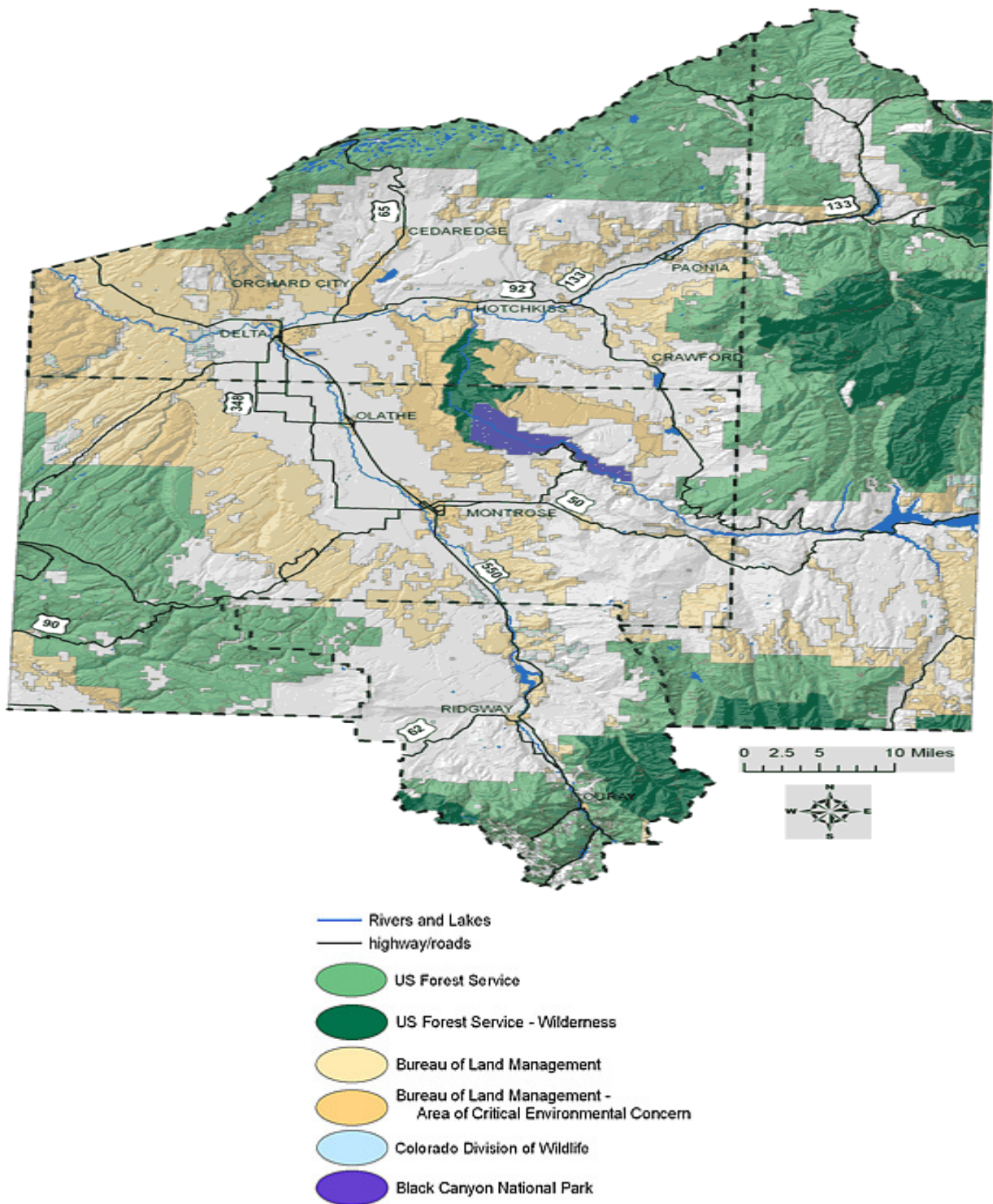


Base map prepared by SC5, WTSC Carta Unit from AMS 1:250,000 series.

IMPORTANT FARMLANDS OF DELTA COUNTY COLORADO

SCALE 1:100,000





**Figure 10-2**

**Source: Black Canyon Land Trust**



## Chapter 11

### Implementation

This Comprehensive Plan is designed to guide future growth and development of the City of Delta. **The plan is an advisory document only and does not have the force of law.** While the policies contained within the plan can serve as a basis for reviewing future development projects, such policies are more effectively implemented by incorporating them into law (an ordinance, for example).

The plan contains numerous action items designed to achieve stated policies. In the preceding chapters, the action items are organized by subject.

Upon adoption of this Plan by the City Council, it is recommended that the Council select those items of highest priority within the plan and make specific annual Work Plans with responsibilities assigned to Staff. The following are Steering Committee recommendations for consideration by the Council.

**TABLE 11 - 1**  
**ACTION ITEMS PRIORITIES AND SCHEDULE**

Action Item Priorities	Comments	Information/ Resources
1. Adopt the Comprehensive Plan	The Delta Planning and Zoning Commission should recommend approval of the plan to the City Council. The Delta City Charter requires consideration of adoption of the plan by the City Council after receiving a favorable recommendation from the Planning Commission.	Colorado State Statutes/Delta City Charter
2. Revise the Land Use Code to implement various sections of the Comprehensive Plan. Specific items to be addressed include: a. Update design standards for new commercial development on U.S. 50 and Highway 92.		



Action Item Priorities	Comments	Information/ Resources
3. Modify the Land Use Code to allow mixed use developments in appropriate locations (see policies and action items for Chapter 3)	Delta's zoning code currently allows mixed use (commercial/residential) in its business zones, but additional standards could be added to ensure that the commercial uses are compatible with the residential uses.	
4. Continue to develop intergovernmental agreements with Delta County to ensure that Delta County honors the land use districts and densities specified in unincorporated areas within the three mile plan area when reviewing and approving development proposals.	The City and County of Delta already have the Highway 92 overlay district and will work together on additional overlay districts.	Relevant intergovernmental agreements.
5. Conduct a general government facilities study.		Department of Local Affairs (DOLA)
6. Conduct a detailed engineering study to determine the best alternative to expand or relocate the sewage treatment plant.		Colorado Department of Health (CDH)
7. Develop a comprehensive drainage and stormwater management plan.		CDH, DOLA
8. Develop a parks recreation and trails master plan to include a plan to recommend improvements to the Bill Heddles Recreation Center		DOLA, Go Colorado (GOCO)
9. Prepare a detailed downtown development plan, including design alternatives for parking after the truck route is constructed and a downtown plaza.	A plaza is an important design element for a revitalized downtown center.	DOLA

<p>10. Work with tourist related groups, including state and federal agencies to:</p> <ul style="list-style-type: none"> <li>a. Continue to encourage tourist information centers at Fort Uncompahgre and on Main Street.</li> <li>b. Create additional festivals/events to attract tourists to Delta, including events/festivals at Confluence Park.</li> <li>c. Continue and expand opportunities for community farmers markets.</li> <li>d. Create incentives to encourage U-Pick agriculture, particularly on small “hobby farm” parcels.</li> <li>e. Publicize and promote boating on the Uncompahgre and Gunnison Rivers</li> </ul>	<p>See discussion of Enterprise Zones and various tax incentives in Chapter 5.</p>	<p>Delta Chamber of Commerce, DOLA, U.S. Economic Development Administration</p>
<p>11. Coordinate with CDOT and / or Delta County to accomplish the following:</p> <ul style="list-style-type: none"> <li>a. Make appropriate road and other improvements needed to serve future growth areas.</li> <li>b. Beautify U.S. 50 and SH 92 to make them more welcoming.</li> <li>c. Install better signs with a map of major roads advertising Delta at U.S. 50 and SH 92.</li> <li>d. Install gates across rail crossings near Delta that presently do not have gates.</li> </ul>	<p>.</p>	

<p>12. Coordinate with Region 10 to develop a bus loop route in Delta connecting downtown and the three other major commercial areas and the outlying communities; and coordinate with the Union Pacific to develop a rail commuter/tourist train from Delta to Grand Junction and Montrose.</p> <p>(<a href="http://www.region10.net/senior/providers.cfm#Transportation">http://www.region10.net/senior/providers.cfm#Transportation</a>)</p>		CDOT, Delta County
<p>13. Work with outdoor recreation groups to develop trails and facilities for outdoor sports such as mountain biking, Off Road Vehicles, hiking, horseback riding.</p>	<p>Delta can become a hub for outdoor sports.</p>	<p>U. S. Forest Service; U.S. Bureau of Land Management; Colorado Plateau Mountain Bike Association, Colorado Mountain Club, Colorado Off Road Vehicle Association</p>